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PUBLICATIONS

OF THE

NAVY RECORDS SOCIETY

VOL. LXII

THE KEITH PAPERS

VOL. I

THE NAVY RECORDS SOCIETY was established for the purpose of printing rare or unpublished works of naval interest, thereby rendering accessible the sources of our naval history, and assisting in the elucidation of questions of naval archæology, construction, administration, organisation and social life.

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The Keith Papers

SELECTED FROM THE

LETTERS AND PAPERS

OF

ADMIRAL VISCOUNT KEITH

AND EDITED BY

W. G. PERRIN

VOL. I

PRINTED FOR THE NAVY RECORDS SOCIETY
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1926–1927

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PREFACE

To the generosity of the late Marquess of Lansdowne this Society is indebted for the privilege of examining and, so far as it deems fit, publishing the papers of his great-grandfather. At the conclusion of this task the papers will be deposited in the British Museum.

These papers are of great bulk, and comprise almost the whole of the correspondence of Lord Keith between the time he became a Commander in 1772 and his retirement from active service in 1815. In addition to 175 bound volumes, mostly letter books, there are innumerable loose letters. To publish the whole *in extenso* was out of the question and indeed a large number of the letters and orders are of a routine nature and of no great historical interest; to make a calendar of them would be beyond the scope of the Society's work. In the circumstances the Editor, in performing the invidious task of selection, has made choice of those that seemed to throw additional light upon naval actions, and upon the internal administration of the Navy.

The Hon. George Keith Elphinstone entered the Royal Navy in the manner customary in the eighteenth century for all aspirants, that is, nominally upon the lower deck. He first appears as an able seaman on the books of the Royal Sovereign, on 4th November 1761, and on the 1st January 1762 was transferred to the Gosport under the command of John Jervis, then a promising young captain not yet known to fame. It may be presumed that Elphinstone's friends knew the future Earl of St. Vincent's worth, and that it was with a view to this transfer that the lad was originally entered. The fact that a boy not yet sixteen was described as an

' able seaman ' is a sufficient indication that such entries were made in the muster books *pro forma*, to enable rations to be drawn, and service to be counted in order to qualify for a Lieutenant's commission, which could not be granted before the age of twenty-one, nor until six years or more had been spent at sea, during which the duties of midshipman must have been performed for at least two years. On the 7th January 1762 he was rated as a Midshipman. On 10th March 1763, a month after the declaration of peace, the Gosport was paid off and Jervis retired from active service for some six years. From 17th March 1763 to 27th May Elphinstone served in like capacity in the Juno under his kinsman the Hon. George Falconer, and was then transferred to the Lively under another kinsman, the Hon. Keith Stewart. He remained in her until 21st February 1765, but from 15th May 1764 he was in his old rating of able seaman. This change in rating, like the later changes, was presumably due to some internal alteration in the ship's complement, for there can have been no question of ' disrating ' in the ordinary sense of that term. The number of midshipmen allowed the ship was limited, and as Elphinstone had been borne as such for the necessary qualifying period, he probably had to make way on the ship's books for another young gentleman who had not. After an intervening period of service in the Arcturus tender as ' Lieutenant's servant,' he next appears (on 7th August 1766) as ' officer's servant ' in the Emerald, whose Captain was then Charles Douglas, subsequently known in connection with Rodney and for his improvements in naval gunnery. On 8th December 1766 he was discharged at his own request and shipped as Third Mate in the Eastindiaman Tryton commanded by his brother the Hon. William Elphinstone. On his return from India he was again (10th August 1768) placed upon the Emerald's books, at first in the original nominal capacity and subsequently as able seaman. He left her on 17th August 1769, and on the 22nd December following was made an Acting Lieutenant in the Stag, then at the Cape on her way to the East Indies under

the broad pendant of Commodore Sir John Lindsay. On 28th June 1770 he was confirmed as Lieutenant. Shortly after this he appears to have been attacked by disorders of the liver and other internal organs, which were no doubt also the cause of the ill-health he suffered during his subsequent service in those waters in 1795–6. The doctors advised his return to a colder climate, and on 12th October he was discharged to the shore at Madras. He arrived home on 20th March 1771, and after two months on half pay was, on 21st May, appointed a Lieutenant in the Trident, then fitting out as the flagship of Sir Peter Denis, who was going out to command the Mediterranean Station. He became her First Lieutenant on 7th April 1772, and on 18th September was given the command of the Scorpion sloop and made a 'Master and Commander.' It is at this point that the correspondence commences, and his subsequent appointments and promotions will be found at the introduction of the various sections into which that correspondence has for convenience been divided.

There are a few letters in French. It seemed that they would be spoiled by translation, and they have therefore been left in the original language, with the original spelling.

In order to avoid unnecessary footnotes, the identification of most of the naval officers mentioned casually has been reserved to the Index. Their full name or initials, and rank at the latest date at which they are referred to, will be found therein, except in a few instances in which they could not be identified with certainty.

The Editor is indebted to Mr. E. R. Mason of the Hydrographic Department, Admiralty, for translating his rough sketch maps into a more elegant form.

W. G. P.

June 1927.

CONTENTS

PREFACE

PART I—THE MEDITERRANEAN

PAGE

Introductory Note 3
Correspondence 5

PART II—NORTH AMERICA

Section I. Convoy and Cruising

Introductory Note 23
Correspondence 25

Section II. Operations on coast of East Florida

Introductory Note 95
Correspondence 101

Section III. Capture of Charleston

Introductory Note 135
Correspondence 145

PART III—MEDITERRANEAN AND HOME WATERS

Introductory Note 178

Section I. Toulon, etc.

Correspondence 180

Section II. Tactical Memoranda

Instructions and Orders 198

PART IV—THE CAPTURE OF THE CAPE OF GOOD HOPE

PAGE

Introduction 205
Correspondence 243

INDEX 475

MAPS

Environs of St. Augustine 97
Environs of Charleston . . . *facing* 144
Cape of Good Hope 1795 219

PART I

THE MEDITERRANEAN

in command of H.M. Sloop Scorpion from 18th September 1772 to 1st March 1775

INTRODUCTORY NOTE

On 18th September, 1772, Keith (Lieutenant the Hon. George Keith Elphinstone, as he then was) was given a Commission as 'Master & Commander' and placed in command of the Scorpion by Sir Peter Denis, the Commander-in-Chief in the Mediterranean, in whose flagship he was then serving as First Lieutenant.

Among the standing orders which he took over from his predecessor there are three or four that seem worth reproduction. One knew that the Gunners and Boatswains (and many others) made something by embezzling the stores, but it is somewhat of a surprise to find that this was so open. That the Boatswain could 'lose' a sail in a gale of wind when his ship had never left her moorings indicates either a refreshing cynicism or a very dull imagination, but from Art. XIX. of Howe's Standing Orders of 1776 (see p. 41), which speaks of such 'fallacious expense' as having possibly a 'meritorious' intention, it is to be inferred that the object was not always theft; a sail might, for instance, be converted into an awning not allowed by the Navy Board's complement of stores. When the uniform for officers was established in 1748, there was at first some reluctance to put it on; it is of interest to find that in 1772 officers on half-pay who had found temporary employment in the Merchant Service, had to be prohibited from wearing it.

The remaining letters illustrate some of the less routine aspects of a young captain's sea service. The last of them touches one of the weaknesses of Admiralty administration: the system [1] under which the important

[1] This system appears to have been established in 1689, no doubt one of the results of the Stuarts having kept the High Admiralship in their own hands from 1684 to 1688, but there are traces of it from 1677 onwards (*vide Pepysian MSS.*, iv).

executive orders for the fleets were sent direct from the King, or from a Secretary of State, to the Commander-in-Chief, who himself reported direct in return; the Admiralty being left in ignorance of what was actually going on, save for such knowledge as might be transmitted by the First Lord, if his position as a member of the Cabinet enabled him to acquire any.

ADMIRALTY CIRCULAR LETTER[1]

By the Commissioners for Executing the Office of Lord High Admiral of Great Britain and Ireland, &c.

WHEREAS We are of opinion that it would prevent many impositions and frauds in the receiving Seamen's wages, and particularly of those who die on board His Majesty's ships, if the names of the places and counties where Seamen are born, and their ages at the time of entry on the ship's books were put in columns against their respective names; You are hereby required and directed to insert, in columns to be made for that purpose in the Muster and Pay-Books of His Majesty's ship or vessel under your command, against the names of the men now belonging to, or who may hereafter enter for, her, the names of the places and counties where such men were born, and their age at the time of their respective entries accordingly.

Given under Our Hands the 29th of August, 1771.

SANDWICH.
J. BULLER.
A. HERVEY.

To the respective Captains and Commanders of His Majesty's Ships and Vessels.

By Command of Their Lordships.
Ph. Stephens.

[1] This is a printed letter, except for the signatures, and is apparently a standing order issued to each ship on commissioning. The change in the form of the muster-book (embodying information of importance to genealogists) seems to have been made some years before, probably in 1764. That the Board of Admiralty should spend a portion of the time remaining over from their political duties in signing routine orders of this nature is an indication that they had not much serious work to do.

REAR-ADMIRAL SIR PETER DENIS TO CAPTAIN[1] CHRISTOPHER ATKINS

Trident in Villa Franca Harbour. 18th May, 1772.

Sir,—The Commissioners of His Majesty's Navy having by their letter of the 12th April, 1768, represented that upon examining the accounts of the Officers of His Majesty's Ships, they found very extraordinary charges therein such as colours and sails been blown away in squally weather, stores noted to be lost in gales of wind when the ships were moored in port, others expended without any notice being taken thereof in the Journal, and great numbers of oars, and other particulars, said to be stolen and lost out of the boats; by which means the Government is put to a most extravagant expense, and which could never happen but by the greatest negligence and inattention to the preservation of His Majesty's stores; I am to acquaint you that no such expense will in future be allowed, but charged to the Captain's wages, if he sign the Officers' Expense Books with such charges in them, it being his indispensable duty in case of stores being lost to examine and find out by whose negligence it happened, and charge such against the offenders' names, in order that the value may be abated from their wages, which otherwise must fall upon himself, it being absolutely impossible that stores of any kind can be stolen out of the King's boats, if proper people be employed to look after them; and very rarely lost, but through the negligence of those left in the boats. And the said Commissioners having also represented that they have frequently found, amongst these extraordinary expenses, sails said to

[1] The customary courtesy title of a 'Master and Commander.'

be blown away without any part being saved, which they are convinced must happen through neglect ; I am further to inform you that in future they not only expect that mention be made, in the Captain's Journal, of all losses, but such a very particular account of the occasion thereof, and the means used to prevent the same, as may enable them to judge of the necessity of the public being put to so extraordinary an expense ; and if stores are inserted in the Expense-Book in any other manner than they are really and truly expended (which they aver has been too much the practice to the great prejudice of the Service) they are determined to make the Captain accountable for the value thereof.

I am, [&c.]

PET. DENIS.

To Captain Atkins of His Majesty's Sloop Scorpion.

By Sir Peter Denis, Bart., Rear-Admiral of the Red and Commander-in Chief, [&c.]

It having been represented to the Right Honourable My Lords Commissioners of the Admiralty that Sea Officers who are employed in the Merchants' Service as Masters of Merchant ships frequently negociate their business upon the public Exchange in the Naval Uniforms, and their Lordships having been pleased to signify their intention of forbidding it in the letters of leave which are granted in future, you are in the meantime in pursuance of their Lordships' order hereby required and directed to make known to such Officers of the Navy as you may meet with commanding Merchant ships, that it is their

Lordships' direction that while they are so employed, they do not wear the Uniform Clothing appointed to be worn by the Officers of His Majesty's Fleet, transmitting to me the names of the Officers to whom you shall make the same known.

Given under my hand on board His Majesty's Ship Trident this 18th of M[ay, 1772, in Villa] Franca Harbour,

PET. DENIS.

To Captain Atkins of His Majesty's Sloop Scorpion.

By Command of the Admiral.

Jas. Price.

By Sir Peter Denis, Bart., [&c.]

Whereas complaint has been made by Lord Weymouth, one of His Majesty's principal Secretaries of State, to the Right Honourable my Lords Commissioners of the Admiralty against the conduct of the Officers of His Majesty's Fleet in the Mediterranean, in respect to their behaviour while His Majesty's Ships lay in the ports of His Catholic Majesty, and that they were increased insomuch that the harmony and good understanding which so happily subsist between the two Courts have been in some degree endangered, His Majesty has signified his pleasure to their Lordships strongly to recommend to the Commander-in-Chief of His Majesty's Ships in the Mediterranean to give attention to such complaints.

You are hereby required and directed, when His Majesty's Ship under your command shall at any time have occasion to put into any of the Spanish ports, to cultivate a good understanding with the Officers of His Catholic Majesty, endeavour-

ing as much as possible to promote a friendly and cordial intercourse between the two nations ; and you are strictly to observe not to commit, or suffer any of your Officers [to commit], any acts derogating from the spirit and character of an Officer as a gentleman, and to avoid all rough and harsh methods of proceeding, which tend to disgust and alienate the minds of the subjects of that Crown with which His Majesty wishes to keep up the most cordial and friendly communication, as you will answer to the contrary.

Given [&c.] this 18th of May, 1772, in Villa Franca Harbour,

PET. DENIS.

By Command of the Admiral.

Jas. Price.

ELPHINSTONE TO CHEVALIER DE BLONEY

Scorpion, Nice. 21st October, 1773.

Sir,—I have the honour to represent to you that the second clause of the 12th Article of peace between Great Britain and Savoy concluded in 1669, seems fully to intend that no mariner, the subject of his Britannic Majesty, shall quit his Ship or his Captain without leave, or be permitted to straggle about the ports of Nice, &c., or remain on shore on any pretence without being regularly discharged.

Yet notwithstanding there are at present three seamen-subjects of Great Britain under these circumstances : one who deserted from His Majesty's Ship now under my command, in the month of May last, the other two have left merchant ships without any permission from the Masters.

I am therefore to request that you will be

pleased to order these men to be apprehended and returned to the service of their country and duty to the King.

I have, [&c.]
G. K. E.

A Monsieur Le Chevalier de Bloney, Commandant-General de la Province, at Villa de Nice.

CHEVALIER DE BLONEY TO ELPHINSTONE

Nice. 21st October, 1773.

Sir,—I have just now had the honour of your letter of this date, and in answer am to inform you that according to the instructions I have received from the King of Sardinia, my master, relating the free port of Nice, I am not authorised to deliver up the men you demand.

I have, [&c.]
Le Chevalier de Bloney.

A Monsieur De Elphinstone.

ELPHINSTONE TO SIR WILLIAM LYNCH

Nice. 22nd October, 1773.

Sir,—I have the honour to acquaint you that on my arrival at this port I found three sailors, subjects of Great Britain, straggling about this place, and begging charity; some of them have even made application to the Bishop to change their religion. One of these men deserted from His Majesty's Ship I have the honour to command; the other two have no discharges from their last masters.

In compliance with the 12th Article of the treaty between Great Britain and Savoy, I demanded these men to be sent on board by the Commandant of Nice, and have the honour of sending you his answer.

I am, [&c.]
G. K. E.

To the Honble. Sir Wm. Lynch,
Knt. of the Bath, His Majesty's
Minister at Turin.

SIR WILLIAM LYNCH TO ELPHINSTONE

Turin. 30th October, 1773.

Sir,—Upon the receipt of your letter I immediately called upon the Marquis d'Aguillarde, the King of Sardinia's Secretary of State, who has promised me the three sailors you mention shall be given up and that orders to that purpose will be sent to Nice directly. He makes one stipulation, which I think a good-natured one and which I have almost promised you would comply with, it is that the sailor who is deserted from your ship shall have no corporal punishment inflicted upon him. I told him I had no doubt that you would, with great pleasure, grant this request and let the man know to whom he had obligation. If there is anything in which I can be useful to you in this place I shall be happy to receive your commands and to prove to you the esteem and regard with which I am, [&c.]

W. Lynch.

SIR WILLIAM HAMILTON[1] TO ELPHINSTONE

Naples. 28th December, 1773.

Sir,—Having received a billet in Spanish from the Marquis Tanucci,[2] I have had it translated into Italian, and take the liberty of sending a copy of the same for your perusal, desiring that you will be so good as to explain this affair to me which I am convinced has been misrepresented.

I am, [&c.]

WILLM. HAMILTON.

THE MARQUIS TANUCCI TO SIR WILLIAM HAMILTON

(*Translation*)

Persano. 26th December, 1773.

The Commandant General of the Marine, Don Paschal Borrax, having given notice, by means of the War and Navy Office, that in the night of the 24th inst. there being arrived an English Frigate of War, he gave immediately an order to the Captain of the Port of Naples, Don John Bompiede, to make known to the Captain, or Commandant of the said Frigate, that in case any slaves should take refuge on board he would be so good as to return them ; and he has answered that he did not intend at any rate to effect the same demand whenever the said slaves should come near the protection of his Colours ; in consequence of which, he has been constrained to have all the slaves put in irons, to avoid disputes with the said English Captain, or Commandant ; and the Marquis Tanucci having informed the King, his master, of

[1] British Envoy Extraordinary and Plenipotentiary at the Court of Naples from 1764 to 1800.

[2] Bernardo Tanucci (1698–1783), Minister of the King of Naples.

this new circumstance, not being the first that happens of this same nature, His Majesty has commanded him to make it known to Sir William Hamilton, his Britannic Majesty's Envoy Extraordinary and Plenipotentiary: being well convinced of his prudence and compensation [1] which he has shown in all opportunities for the preservation of a good harmony and correspondence between the two Courts and Nations; therefore that he will not only reprimand and curb the indiscreet answers gave by the said Captain, or Commandant, to the attentive, polite, and justified request of the Captain of the Port; but likewise will be so good, with the intelligence of his Court, to take those methods most adapted and suitable, that his known discretion will prompt him to, to avoid for the future any opposition or dispute on like subjects, for the reciprocal attention and conveniency of one and the other Nation and Court; and the Marquis Tanucci, hoping that Sir William Hamilton will do him the favour to advise him of the result, which has been given in the present reassumption,[2] and also of the Orders which in future he shall receive from his Court, in order to inform His Majesty.

In the meantime, renewing his sincere respects and attention, he confirms himself, &c.

ELPHINSTONE TO SIR WILLIAM HAMILTON

Naples. 28th December, 1773.

Sir,—I have just had the honour of receiving your letter, which I beg leave to assure your Excellency struck me with astonishment to find myself

[1] *Sic* in the contemporaneous translation; *compenso*, i.e. expediency.

[2] *Sic* in transl.; *riassunto*, i.e. summary.

charged with giving an indiscreet answer to the Captain of the Port, an Officer that I had never seen, nor indeed any other Officer to welcome His Majesty's Ship into port according to custom established in every other Service, and in all other ports where I have been ; which latter part, I hope, will be a just excuse for my not having waited on the Commander-in-Chief of the King of Naples' Marine.

As to what passed relative to slaves, I do remember to have heard some conversation pass betwixt the people in the pratique boat and some of my inferior Officers ; but no person ever applied to me, nor did I ever give any answer on that subject ; but desired the Vice-Consul to wait on the Officer under whose care the slaves are, to inform him of my arrival (as it was then dark) that none might escape before he knew of the Ship's being in port.

I must further inform your Excellency that I shall continue to pursue, in this port, as I have in every other, all possible means to prevent any Turkish slave from coming on board ; but if, notwithstanding, any shall get on board my Ship or boats, I am not at liberty to send them ashore. I do not mean to protect any deserter or other offender that may be subject to the King of Naples, provided the same rule is observed with regard to those belonging to His Majesty's Ship.

I need not have mentioned, to one of your Excellency's delicate sentiments, how much I feel myself hurt by this vague aspersion on my character, as an Officer and as a gentleman, and I doubt not but those who have it in their power will grant all the satisfaction due to the justice of my cause.

I have, [&c.]

G. K. E.

To His Excellency Sir Willm. Hamilton, Knt. of the Bath, &c., &c.

SIR WILLIAM HAMILTON TO ELPHINSTONE

Naples. 29th December, 1773.

Sir,—I have had the pleasure of receiving your very satisfactory answer to my letter of yesterday and have immediately sent a translation of the same to the Marquis Tanucci, desiring that His Excellency would acquaint His Sicilian Majesty how cruelly you had been misrepresented, and hoping that a due punishment would fall upon the propagators of false reports tending to lessen the good harmony so happily established between the Courts of Great Britain and Naples.

As soon as I have an answer from the Marquis Tanucci I shall not fail to communicate the same to you.[1]

I am, [&c.]

WM. HAMILTON.

SIR PETER DENIS TO ELPHINSTONE

By Sir Peter Denis, Bart., Rear Admiral of the Red, [&c.]

Whereas the King's commands direct me to send an Officer on shore with a letter from His Majesty to the Most Excellent Lord Mahomet Bashan, Dey of the City and Kingdom of Algiers.

You are therefore hereby required and directed to receive His Majesty's said letter, and proceed on shore to the City of Algiers, there with proper dignity to the British Flag, accompanied with expressions of high friendship, present the Most Excellent Lord Mahomet Bashan, Dey of the City and Kingdom of Algiers, the King's letter, and

[1] No further correspondence appears.

afterwards return on board without entering into any conversation, except my sincere wishes for a continuance of good health, with expressions of good faith; acquainting the Dey that you will attend for an answer to-morrow morning at the hour of nine; for which this shall be your order.

Given [&c.], in Algiers Bay, the 23rd of April, 1774.

PET. DENIS.

To the Honourable Captain
Elphinstone of His Majesty's
Sloop Scorpion.

By Command of the Admiral.
John Dawson.

By Sir Peter Denis, Bart. [&c.]

Whereas I am instructed to hold a conference with the Most Excellent Lord Mahomet Bashan, Dey of Algiers, or his Minister, respecting the re-admission of Archibald Campbell Frazier,[1] Esq., His Majesty's Consul-General at Algiers; I have thought proper to appoint you for that purpose.

You are therefore hereby required and directed to enter into a conference with the Dey, or such of his Ministers as he shall appoint for that purpose, representing how contrary the Dey's late treatment of His Majesty's Consul is to the Laws of Nations, to the treaties in force between us, as well as to the friendship of which he has given His Majesty repeated assurances. And if you find that the Dey is ready to give His Majesty the satisfaction required by his re-admitting His Majesty's Consul to the free and absolute discharge of the

[1] A. C. Fraser of Lovat (1736–1815), Consul at Algiers 1766 to 1774.

duty of his office, you will correspond therewith, with suitable expressions of His Majesty's desire to maintain the good understanding that has so long subsisted between the respective Dominions; and you will endeavour to obtain the fullest security you are able for His Majesty's Consul's own person, and for his enjoyment for the future those privileges he is justly entitled to.

Given [&c.], in Algiers Bay, the 24th of April, 1774.

PET. DENIS.

By command of the Admiral.

John Dawson.

PRIVATE.

That you may more easily succeed in the point of Mr. Frazier's re-admission you are authorized to contrive to have it understood, but without giving any positive assurance of it, that if the Dey will acquiesce in re-admitting Mr. Frazier in the manner demanded, and will afterwards, in a letter to the King, express a wish that Mr. Frazier may be recalled, and appoint another Consul more agreeable to the Dey, should His Majesty shew this condescension, it cannot fail of being considered by the Dey as the highest testimony of His Majesty's moderation and good will towards that State. When you have occasion of discussing with the Dey or his Minister the point of protecting the Christian slaves who escape on board His Majesty's ships, you will have a fair opportunity of representing the considerable utility arising to the State of Barbary from the protection given by His Majesty's Ships to the Turks and Moors who find an asylum therein, when they have means to escape from Christian Powers, and you may more

effectually convince them thereof by declaring the number of Turkish and Moorish slaves the Admiral saved during his command.

MEMO.

Trident, Algiers Bay. 25th April, 1774.

To ask His Excellency the Dey when the two letters were written, and on what subject, that were said to be delivered to the care of Mr. Fraser, for to be sent to His Britannic Majesty.

To demand an Englishman now a slave in the Dey's Dominion, named Sutton, and diligently enquire whether any other of the King's subjects are in captivity in the Dominions of the Dey ; and in case there shall be any, you will insist on their being set at liberty, and immediately released.

PET. DENIS.

By Sir Peter Denis, Bart., Rear Admiral of the Red, [&c.]

Notwithstanding my former orders[1] dated the 28th instant, you are hereby required and directed to proceed with His Majesty's sloop under your command to the island of Minorca, and anchor either off the harbour's mouth of Mahon, or in the port of Furnels,[2] and obtain of General Johnson pratique ; afterwards proceed without a moment's loss of time to the first port you can fetch in France, and there deliver up the command of His Majesty's said sloop to Lieutenant Arthur Edwards, First Lieutenant of His Majesty's Ship Trident,

[1] He had been told to proceed to Spithead, but is now sent overland to save time.

[2] Fornells.

who has my orders to take upon him the command of His Majesty's said sloop during your absence: and afterwards you are to make the quickest dispatch by post to London, taking with you the dispatches you have already received from me directed to the Right Honourable the Earl of Rochford, one of His Majesty's Principal Secretaries of State, to whom you are to deliver the said packet, and afterwards wait upon the Right Honourable the Earl of Sandwich,[1] acquainting his Lordship of your arrival; for which this shall be your order.

Given [&c.], at Sea, the 30th of April, 1774.

PET. DENIS.

By command of the Admiral.

John Dawson.

[1] First Lord of the Admiralty.

PART II

NORTH AMERICA

in command of Romney, Pearl, Perseus, Warwick, and Carysfort

I. CONVOY AND CRUISING.

II. OPERATIONS ON COAST OF EAST FLORIDA.

III. CAPTURE OF CHARLESTON.

Half-Pay 2 March 1775 to 10 March 1775.
Romney 11 March 1775 to 24 March 1776.
Perseus 25 March 1776 to 22 February 1777.
Pearl 23 February 1777 to 21 May 1777.
Perseus 22 May 1777 to 17 July 1780.
Half-Pay 18 July 1780 to 21 July 1780.
Warwick 22 July 1780 to 26 October 1782.
Supernumerary in L'Aigle 27 to 31 October.
Carysfort 1 Nov. 1782 to 3 January 1783.
Half-Pay 4 January 1783 to 28 January 1793.

I. CONVOY AND CRUISING.

INTRODUCTORY NOTE

The miscellaneous orders and reports here printed illustrate matters that are usually ignored in naval histories; practical difficulties that arise in connexion with the disposal of prizes, the convoy of reluctant merchantmen, irregular letters of marque, etc. Howe's 'Standing Orders' contain many interesting details. I do not think that anything quite parallel has been printed before, but they may be compared with Middleton's 'Order Book' of 1775, summarised on pp. 39–45 of the *Letters of Lord Barham*, vol. I., and Byam Martin's 'Captains' Orders,' of 1788, summarised in Appendix A of vol. I. of *Letters of Sir T. Byam Martin.*

SIR JAMES DOUGLAS TO ELPHINSTONE

By Sir James Douglas, Vice Admiral of the White and Commander in Chief of His Majesty's Ships and Vessels at Spithead [&c.]

WHEREAS the Commanding Marine Officer at Portsmouth has represented to me that the several parties of Marines on board His Majesty's Ships at this port have been much neglected with respect to their discipline, arms and clothing by reason that the Marine Officers belonging to the said parties are so seldom on board their respective ships.

You are therefore hereby required and directed to order the Officer of Marines belonging to His Majesty's Ship under your command to attend his duty properly on board, and not to suffer him to be on shore to the neglect of any part thereof, in prejudice to His Majesty's Service.

Given [&c.] 28th November, 1775.

JAMES DOUGLAS.

By Sir James Douglas, [&c.]

WHEREAS I think fit that the punishment directed by the sentence of a Court Martial held on board the Barfleur the 23rd inst. shall be inflicted on Edward Cotter belonging to His Majesty's Ship under your command to-morrow morning the 26th inst. on board the Ships named in the margin [Barfleur, Exeter, Egmont, Romney].

You are therefore hereby required and directed to send a Lieutenant with a boat to see the said

punishment put in execution, at nine o'Clock when the Signal shall be made, by his receiving twenty five lashes on board each ship, beginning with the Barfleur and directing the said sentence to be read before the punishment is inflicted.

Given, [&c.] 25th February, 1776.

JAMES DOUGLAS.

PRIZE INSTRUCTIONS

GEORGE R.

INSTRUCTIONS for the Commanders of Our Ships and Vessels of War, in Consequence of an Act passed in this present Session of Parliament, prohibiting all Trade and Commerce with the Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pensylvania, the Three Lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, during the continuance of the present Rebellion within the said Colonies respectively; and enacting that all Ships and Vessels belonging to the inhabitants of the said Colonies, together with their cargoes, apparel, and furniture, which shall be found trading in any port or place of the said Colonies, or going to trade, or coming from trading, in any such place, shall be forfeited to Us, as if the same were the ships and effects of open enemies; and shall be so adjudged, deemed, and taken, in all Courts of Admiralty, and in all other Courts whatsoever; and by virtue of Our Commission granted under Our Great Seal of Great Britain, bearing the date the Second Day of May, One thousand seven hundred and seventy-six. Given at Our Court at St. James's, the Second Day of May, one thousand seven hundred and seventy-six, in the Sixteenth Year of Our Reign.

I. That by virtue of the above-mentioned Act of this present Session of Parliament and of Our Commission aforesaid, the Commanders of Our Ships and Vessels of

War are authorised and required to set upon by force of arms, and subdue, and take the Ships and Vessels of or belonging to the inhabitants of the said rebellious Colonies, together with their cargoes, apparel, and furniture, which shall be found trading in any port or place of the said Colonies, or going to trade, or coming from trading in any such place, and all such other ships, vessels, and goods as are or shall be liable to confiscation by the several Statute-Laws of the Realm, or pursuant to the respective Treaties between Us and other Princes, States, and Potentates, or the Law and Usage of Nations ; but so as that no hostility be committed, nor Prize attacked, seized, or taken, within the harbours of Princes and States in amity with us, or in their rivers or roads within shot of their cannon, unless by permission of such Princes or States, or of their Commanders or Governors in Chief in such places.

II. That all ships carrying soldiers, arms, powder, ammunition, or any naval or warlike stores or provisions, or other goods, wares, merchandizes, or effects, to any of the said rebellious Colonies, for the use, benefit, or advantage, or on account of the inhabitants thereof, shall be seized as Prizes, except ships and vessels retained or employed in Our Service, or ships and vessels laden with provisions or other stores for the use of Our Fleets, Armies, or Garrisons, or for the use of the inhabitants of any town or place garrisoned or possessed by any of Our Troops, or of any Colony or Province, County, Town, Port, District, or Place, which may or shall be proclaimed by lawful Authority to be at the Peace of His Majesty, or except as in the said Act of the present Parliament is excepted.

III. That our said Commanders of Our Ships and Vessels of War shall bring such ships, vessels, and goods, as they have seized, or shall seize, and take, to such port of this Our Realm of England, or some other port of Our Dominions as shall be most convenient for them, in order to have the same legally adjudged in Our High Court of Admiralty of England, or before the Judges of such other Admiralty Court as shall be lawfully authorised, within our Dominions, except as in the said Act is excepted.

IV. That, after such ships, vessels, and goods, shall be taken and brought into any port, the taker, or one of his chief officers, or some other person present at the capture, shall be obliged to bring or send, as soon as possibly may be, three or four of the principal of the Company (whereof the Master, Mate, or Pilot to be always two) of every ship or vessel so brought into port, before the Judge of Our High Court of Admiralty of England, or his Surrogate, or before the Judge of such other Admiralty Court within Our Dominions, as shall be lawfully authorised as aforesaid, or such as shall be lawfully commissioned in that behalf, to be sworn and examined upon such Interrogatories as shall tend to the discovery of the truth, touching the interest or property of such ship or ships, vessel or vessels, and of the goods, merchandizes, or other effects found therein; and the taker shall be further obliged, at the time he produceth the Company to be examined, to bring and deliver into the hands of the Judge of the High Court of Admiralty of England, his Surrogate, or the Judge of such other Admiralty Court, within Our Dominions, as shall be lawfully authorized, or others commissioned as aforesaid, all such papers, sea-briefs, charter-parties, bills of lading, cockets, letters, and other documents and writings as shall be delivered up, or found on board any such ship. The said taker, or one of his chief officers, or some other person, who was present at the capture, and saw the said papers and writings delivered up, or otherwise found on board, at the time of the capture, making oath that the said papers and writings are brought and delivered in as they were received or taken, without any fraud, addition, subduction, or embezzlement.

V. That such ships or vessels, goods, wares, merchandizes, and effects, taken by any of Our Ships or Vessels of War, shall be kept and preserved, and no part of them shall be sold, spoiled, wasted, or diminished; and that the bulk thereof shall not be broken before Judgment be given in Our High Court of Admiralty of England, or some other Court of Admiralty lawfully authorized in that behalf, that the said ships or vessels, goods, wares, merchandizes, and effects, are lawful Prize.

VI. That no Commander or other Officer of any of Our Ships or Vessels of War shall, unless in case of the greatest necessity, ransom any ship or vessel, taken as Prize, when such ship may be brought into some port of Our Dominions (except the ports of the said rebellious Colonies or Plantations) ; and in case any ship or vessel, taken as Prize, shall be ransomed, the reasons of ransoming any ship or vessel, and any persons on board the same, and the conditions of such ransom, shall be transmitted to the Lords Commissioners of the Admiralty, and to the Judge of the High Court of Admiralty ; and preparatory examinations upon the standing Interrogatories shall be taken as in Cases of Prize, and a condemnation of such ransom shall be had according to the ancient course and practice of the Admiralty.

VII. That no Commander or other Officer of any of Our Ships or Vessels of War do presume, upon any pretence whatsoever, to ransom or release any prisoners, unless such as may be necessary to navigate the ship which shall be taken and ransomed.

By His Majesty's Command,
GEO. GERMAIN.

HOWE'S STANDING ORDERS

INSTRUCTIONS AND STANDING ORDERS FOR THE GENERAL GOVERNMENT AND DISCIPLINE OF THE SHIPS OF WAR.

Preamble.

WHEREAS an uniform system of discipline established in this Squadron would be productive of many essential benefits, the subsequent regulations, prepared in that view, are to be conformed to and continue in force till further order.

I. *A public orderly-book to be kept.*

Every ship is to be provided with a public orderly-book, wherein is to be entered all orders and directions issued

for the current daily services ; likewise such parts of all general orders, given from time to time, and extracts of these instructions, as may be necessary for the information of the inferior officers and ships' companies in the duties required of them ; for which purpose, the officers summoned by signal on board the Admiral, or Commander of any division whereof they make a part, are to attend with the orderly-book of the ships to which they belong, to transcribe from that of the Admiral, or other Commanding Officer's ship, such orders and directions as are then to be given out.

The orderly-book to be kept on the quarter-deck, subject to the inspection of every person belonging to the ship.

II. *To form the ships' companies into divisions and sub-divisions.*

The petty officers and seamen of the ships' companies are to be formed into two or three divisions, according to the complements and classes of the ship ; each division to be under the inspection of a Lieutenant, and subdivided into squads, with a Midshipman appointed to each, who are respectively to be responsible for the good order and discipline of the men entrusted to their care.

In forming these divisions and sub-divisions, regard is to be had to make them as convenient as may be to the men's stations in the quarter and watch-bills, and to their berths ; and each officer is to keep an exact list of the names of the men in their divisions and squads, noting thereon their several stations and number of their hammacoes : And like references are to be made on the watch and quarter-bills to their division or squad, for the more readily calling them to their duty, or being able to account for their absence.

In port, they are to call the men over by the said lists, morning and evening, at such hours as the Captain of the ship shall appoint, and finding any absent or faulty, report it to the Commanding Officer on board at the time : And to enable them to perform this part of their duty with regularity, notice is always to be given them, when any

man under their care has leave of absence, or otherwise, and for what time, that they may attend to the time of his return.

III. *Appointments and tours of duty of the marines in port and at sea.*

The marines or soldiers are to be put into divisions under their proper officers, as in the preceding article.

At sea, their relieves and tours of duty (except when placed as sentinels) are to be the same as the seamen's; but in port, when the more necessary services in the ship, and their number will admit of it, they are to be divided into three guards, and to mount for twenty-four hours, or a shorter time, as the Captain of the ship sees fit: They are always to mount guard in their uniforms, and after sunset the sentinels are to give the word "All's well" every ten minutes or quarter of an hour; beginning with the one on the starboard-side of the poop, repeating it forward on that side, and round back again on the larboard; in case of not being answered, the sentinel who repeated the word last to alarm the guard.

The sentinels are to challenge all boats coming to, or passing near the ship in the night: And not permit any to come on board, nor any persons to enter, or go from the ship, after sun-set, and before sun-rise, without leave first obtained from the officer of the watch: They are not to suffer any noise to be made on their posts, other than what is necessary in the business of the ship; and in case of any misdemeanor, or neglect of duty, they are to be regularly relieved before any punishment is inflicted on them upon that account.

The marines are not to be forced to go aloft, nor, on the other hand, are they to be restrained from rendering themselves expert in a seaman's duty, at proper opportunities, agreeable to the standing instructions.[1]

[1] In a copy of the instructions issued by Elphinstone in July 1796 the following is added in MS.:—"and they are to be encouraged thereunto."

IV. *To put the ships' companies at third watch.*

It is recommended to the Captains to form their ships' companies into three watches at sea, whenever their number, health, ability, and diligence will admit of that indulgence; especially the petty officers, that they may execute their duty with greater punctuality and exactness whilst it is their turn to be upon the watch. In order to facilitate this arrangement, the Admiral will have attention to give timely notice whenever he is about to tack, or to make any other alteration that may require more assistance.

V. *For the preservation of cleanliness and health.*

Cleanliness and wholesome air between decks being of the utmost consequence to health, every convenient means of preserving, and obtaining those important requisites, are to be used; the upper decks washed daily, the lower decks twice, or oftener, and the orlop at least once, every week; the weather and other necessary services admitting thereof.

The beams and plank over the sick berths are to be occasionally washed with vinegar; the ships also to be fumigated once a month (or oftener in damp weather) by burning tar with a logger-heat,[1] or firing small quantities of gunpowder, if the sick are in a state to admit their being moved up from between decks; as it will be necessary the ports and hatches should be closed during these operations.

The wind-sails are to be kept down the hatchways in the day-time; and the ventilators worked uninterruptedly night and day.

The hammacoes to be got up in fair weather and stowed in the nettings, or constantly lashed up when not occupied; and no greater number of chests, or other incumbrances, allowed between decks, to interrupt the free circulation of

[1] An iron ball at the end of a handle, used for heating pitch: more usually called 'loggerhead.'

air, than what are absolutely necessary for the requisite accommodation of the ship's company.[1]

The times of washing the lower and orlop decks, fumigating the ship, and every other means taken for the preservation of health, are to be set down in the log-book; or the reasons why they are omitted.

VI. *Account to be taken and kept of the men's clothing.*

As a sufficient provision of dry, warm clothing, to afford the men a change when needful, will much contribute to the beneficial purposes before mentioned, it is highly necessary an accurate account should be had of the several articles each man is furnished with, as well as to prevent thefts and frauds. The Lieutenants having command of divisions are always therefore to take a muster of the clothing of each man under the degree of a petty officer in their respective divisions, as soon as may be after the ships put to sea, and cause an entry to be made thereof in a book provided for that purpose. Every casual alteration by loss, exchange, purchase, or donation, is to be noticed therein; that it may be had recourse to for comparing the claimant's demand on any complaint of theft, to ascertain the fact: And the men, for whose peculiar benefit this regulation is calculated, should be exhorted to punctuality in giving notice of such alterations to their Officers, for the mutual justification of all parties.

No person is to appropriate to his own use any clothes, of what kind soever, negligently left about the decks, under pretence of not being able to find an owner for them; but he is to bring such clothing to the Officer of the watch, for his directions in the disposal of it. And if it is discovered to be in his possession for any other intent, it shall be deemed a theft, and the offender punished accordingly.

The Midshipmen are to examine the clothing of their respective squads weekly; to take care that the men keep themselves clean; that they do not lose or otherwise

[1] Elphinstone in 1796 adds "It is recommended to open a fourth part of the men's beds every dry day in warm climates to air, beat and shake the bedding so as to remove offensive smells."

dispose of their necessary clothing ; and that their hammacoes are scrubbed and washed at proper intervals : For which purpose the ordering up a certain number every morning in succession will probably be necessary. They are to make due reports on these heads to the commanding Lieutenants of their divisions.

The Lieutenants are to see the Midshipmen carefully perform this part of their duty, and acquaint their Captains from time to time what necessary clothing each man wants ; that orders may be given for supplying them, as far as it may be done consistent with the General Instructions concerning Slops.

On the first muster of the clothing, the Lieutenants are to direct such part thereof, as may be requisite for the men at sea, to be stowed in their hammacoes, that there may be no occasion to keep between decks a greater number of chests than are absolutely necessary.

VII. *Relative to boats.*

Whenever boats are sent from the ship on duty, or otherwise, care should be taken that none go in them but the regular boat's crew, or such other as shall be appointed by the Commanding Officer, instead of anyone sick or absent ; and it is particularly recommended to the respective officers not to keep or suffer the boats to remain on shore longer than is absolutely necessary, and never after dark, which is too frequently the cause of desertion.

When boats are sent for water or stores, the officer, of whatever rank he be, who is sent in the charge of them, is to stay and attend punctually to that duty, and be careful to keep the men together. And so soon as they have got in their lading, he is to proceed directly (wind and tide permitting) back to the ship ; the touching on the shore, and letting the men leave the boat, being generally productive of the embezzlement of stores, if they have any in, and other irregularities.

Upon all occasions where boats are sent on any service, in the execution of which they may expect opposition,

care should be taken to furnish them with proper arms and ammunition, and likewise with water and provision, if they are likely to be absent for so long a time as to make it necessary for the men to have refreshment.

Particular attention should be had, never to suffer the boats to lay beating alongside the ship, but always to keep them moored astern, with proper boat-keepers, and the fenders out, and at night to hoist them in, having a boat on each side with the tackles on her ready to put into the water on any emergency.

VIII. *To inspect between decks in the night.*

A Midshipman of the watch is to inspect between decks once at least every hour during the night, to see no tobacco is smoked, or lights burning in any part of the ship but such as are allowed ; that the sentinels are not negligent on their posts, and that the ventilators are worked.

IX. *To prevent accidents by fire in the officers' store-room.*

A Mate or Midshipman is to attend the several Warrant Officers to their store-rooms, when any stores are wanted, to prevent accidents by carelessness and inattention to the lights. And the Warrant Officers respectively are strictly enjoined not to receive or lodge in their store-rooms any spirituous liquors, or other articles whatsoever, except the stores committed to their charge for the service of the ship.

X. *To keep a look-out.*

A constant look-out is to be kept at the mast-heads while at sea, or in any other situation where it may be necessary to watch the approach or passage of strange ships. The men appointed to this duty are generally to be relieved every half-hour ; but in case they are the first discoverers of any such ship or the land, then, by way of reward, to be relieved immediately : as on the contrary

they are to be kept up for double duty if, through their neglect, such discovery is first made from any other part of the ship.

The Midshipmen of the watch, or other discreet persons, are to be successively charged with looking out for signals from the Admiral's, or any other ship. And no signals are to be made, but on very extraordinary and urgent occasion, without the previous knowledge and direction of the Commander of the ship.

XI. *For correct marking of the log-book.*

The Lieutenant of the watch is to see marked in the log-book all signals; every change of sail; the proportion of lee-way the ship shall in his judgment make; and all other observations and occurrences that may happen while he is in charge of the ship by day or night, and attest such entries with the initial letters of his name.

XII. *For the exercise of men at the great guns and small arms.*

The ships' companies are to be exercised at all convenient times with the great guns and small arms, until they become expert in the use and management of them, agreeable to their several stations in the quarter-bills. And the sooner to perfect them this is to be practiced every day at sea in fair weather, when at third watch, by a certain number of those off duty; but when at watch and watch,[1] confined to those on duty. When the seamen quartered to the guns have acquired a complete knowledge of that part of their duty, they are to be instructed in the use of small arms, and lists kept of those so qualified, in readiness to make a report of their number to the Admiral when called upon.

The Captains are at liberty to fire in the exercise of the small arms when they see fit; but are never to use powder or ball in that of the great guns, without an order or signal from the Admiral.

[1] *I.e.* when the crew is divided into two watches only.

XIII. *Raw men to be practiced in seamanship.*

It is expected the Captains will take every opportunity, when fitting or getting ready for the sea, and at all other seasonable times, to accustom their raw men to go aloft, and to have them instructed and practiced in the several duties incident to the fitting or working a ship; that they may be qualified, as soon as possible, to do the duty of able seamen. For this end, they are at liberty to loose, hand, reef, furl, bend, or unbend a course or topsail when they see fit, without regarding the Admiral's example in those instances. They will, with the same view also, be permitted to change a topmast or topsail-yard, then aloft; first signifying such their desire to the Admiral, and no particular cause occurring to the contrary.

XIV. *For making signals.*

A sufficient number of guns are to be kept loaded with powder only, for making signals; and false fires and signal-lanthorns always brought up, and placed ready for that purpose, at the close of day. When signals are made in the night, care is to be taken to keep the lanthorns covered till placed; and then to shew the lights at once. Spare ones are to be in readiness to replace any that may be blown out, and when the signal is taken in, they are to be covered again. The utmost care is also to be taken (especially in the flag-ships) when any signal is to be made that no other lights, except the distinguishing ones, be seen from any other part of the ship, nor any carried about uncovered when sailing or cruizing at sea; in order to prevent the inconveniences which might arise, by such light being mistaken for a signal.

XV. *Ships to be kept in a constant state of readiness for action.*

As it is highly proper all the ships should be kept in a constant state of readiness for action, particularly to

prevent any surprise in the night; it is strongly recommended to the several Captains, to see the officers in their different departments have every thing depending on them in that state; slings for the yards, puddings, dolphins, preventer-braces, and stoppers, ready to apply at the shortest notice; fire-buckets at hand; spare tiller fitted; wings clear; fire booms placed conveniently for use; passages to the magazines always clear before night; after-platform in state to receive the wounded; a sufficient number of lanthorns prepared; and that the casks of drinking water (disposed in proper places for the refreshment of the men at their quarters in time of action) be kept constantly filled and in good condition.

Spare arms, pikes, ammunition, &c., should at all times be ready, and carefully disposed for the seamen quartered upon the upper-deck and fore-castle, for either boarding, or being boarded. And great advantage may be derived from the use of fine sennit splinter nettings when time and materials can be had for making them.

When at anchor, the bow-chase should be loaded with grape-shot, and broad axes always laid at hand to cut; and slip-buoys, to put on the cable to slip, whenever directed to do so.

XVI. *On the discovery of strange ships in the night, conduct to be observed by the officer of the watch.*

On discovery of strange ships in the night, the officer of the watch is to make it known to the Captain without loss of time; but if they are seen near, and suddenly, his first attention is to be directed to get the ship immediately under command, by filling without delay, if before lying-to; making more or less sail, as shall be requisite to keep her disengaged, until duly prepared for action, or that he receives his Captain's further orders therein. In such exigency he is to give notice of his discovery by a Midshipman to his Commander, and

the other principal officers of the ship, according to the directions which he shall have received in that respect.

XVII. *Preparations for coming to action, particularly by night, in ships of the line, or of two decks.*

On the beat to arms, or other general call of the ship's company to quarters in the night, it is meant that the divisions of the ship's company, not of the watch, with the commissioned and inferior officers appropriated to them, should attend to see the crows, handspikes, rammers, spunges, powder-horns, priming-wires or tubes, and shot and wads provided, and properly placed for the guns on the lower-deck; the guns unlashed, but not run out; the tackles bighted in lengths, and laid along by the sides of them; match carefully disposed in the tubs; one lighted lanthorn hung up behind each gun amidships; and a provision of sand or cinders to strew upon the decks, in a small tub placed between every two guns.

The marine Sergeants are to provide spare ammunition for the marine quarters, and the grenades; taking care to have them properly covered and separately secured.

The ship's Steward, and his Mates, or other persons appointed to act with him under the Surgeon's directions, should be charged with the care of placing, at the same time, lights for his occasions.

Particular men quartered at each gun below and aloft, instead of boys, who are not of trust to be relied on for this important duty, should be appointed and noted in the several lists, to receive from those charged with the distribution of them, the proper number of cartridges in cases, for their respective guns; Which cases should be placed on the opposite side to that on which it is expected to engage, and moved over, from time to time, in the progress of the action, as occasion may require. The men so appointed should be made sensible, by a proper intimation, of the consequence of this service confided to their special discretion and care.

It is recommended, for an invariable practice in

action (more especially during the night), to be provided to make as many discharges as can be prudently attempted on the first junction with the enemy ; not only on account of the impression a vigorous effort of this kind cannot fail to make from a ship well placed, but as the difference of drift in any two ships, and the difficulty of keeping their stations from damage to their rigging, are such as quickly to separate them to a distance from each other, and render their subsequent discharges precarious or of no effect.

A very particular attention is necessary to be had to the lower-deck ports in squally weather, or on occasion of putting in stays, or hauling to the wind suddenly in time of action. The Officers on the lower-decks should be timely informed of the Captain's intentions therein, for their government accordingly ; and the benefits of frequent use in the lashing and securing the guns in exercise, by the men quartered to them, will be sensibly experienced on these occurrences.

XVIII. *The object of these instructions.*

It is to be observed that it is not meant, by anything before-mentioned, to restrain the Captains from making such special arrangements and provisions for the better discipline and good government of their ships as they see occasion to establish ; the detail, in either instance, where it has been touched upon in these instructions, having been introduced rather with an explanatory meaning than to constitute a complete and circumstantial limitation.

Nevertheless, with respect to the provisions unnoticed ; as (amongst others) for preventing excess in the use of spirituous liquors, or the necessary appointment of the men to different stations for working the ship, left to be added ; it is the object of these instructions to have the detail, in all cases, expressed in the orderly-book as full as the nature of them will admit, for the information of the persons concerned ; that no plea of ignorance, or want of sufficient opportunity to become acquainted with the particular duties required of them, may with reason be alleged in excuse of any omission or misconduct therein.

XIX. *Rules to be observed in demand, and application of stores.*

Whenever a demand is made for stores at any of the dockyards or ports where naval officers [1] are established, the Warrant-Officers in whose department it is, are to accompany it with an abstract of their supplies, expense, and remains; that the officers of such yard or port may be enabled to judge of the regularity of the demand, before it is complied with; and particular attention is to be had that no conversion be made of the stores to other purposes than those for which they were intended, without a written order; nor any fallacious expense of them set down in the expense-books. As, however meritorious the intention of such practices may have been, they have given rise to much complaint in the public offices of abuses committed under those pretexts, and therefore it is necessary for the King's Service they should be suppressed.

And the respective Warrant-Officers are to take notice, that if any of the stores under their care shall be misapplied, damaged, or wasted, for want of their representing to their Captain, or Commanding Officer, any thing that might have prevented it, the same will be considered as a notorious breach of their duty, and they will be made to answer for it accordingly.

XX. *To keep the ship complete for sea.*

All suitable opportunities are to be taken for keeping the ships complete in their stores, water, and provisions, up to the time expressed in the last orders the Captains have received in that respect, without waiting for other instructions therein.

And as the advancement of the public service requires an equitable participation of the aids, whether in men or stores, that can be spared for the benefit of this armament; it is with confidence inferred, that the Captains will not suffer any errors in the returns made of men and stores,

[1] Officials of the Navy Board

or the qualities and sufficiency of either, to escape their notice and correction.[1]

Given on board His Majesty's Ship the Eagle off New York, this 20th day of October, 1776.

HOWE.

By Command of the Vice Admiral
Josh. Davies.

HOWE TO ELPHINSTONE

By the Viscount Howe, Vice Admiral of the White and Commander in Chief of His Majesty's Ships and Vessels employed and to be employed &c. in North America.

WHEREAS I understand it has been judged expedient to send to Europe, American Vessels seized as Prizes by virtue of an Act passed in the second Session of the present Parliament for prohibiting all trade and intercourse with the several American Colonies therein mentioned: And as great prejudice would ensue to the Service by such reduction of the ship's complements as a continuance of that practice must necessarily occasion: You are therefore hereby directed, when you shall have opportunity to make prize of any Ships or Vessels of the description in the said Act contained, to send them to the port of Halifax; or to any nearer port on this continent, where a Court of Admiralty may be legally constituted, for the condemnation thereof; or to

[1] Elphinstone in 1796 adds another para. "XXI. When in a squall, or on any other occasion, all hands are suddenly called upon deck, a careful officer with the Master-at-arms and his corporals are to visit all the orlop and store rooms to guard against lights which may have been left from hurry and inattention."

Sandy Hook, or any other anchoring station at which any part of the Fleet may be then assembled; there to remain under protection of the Fleet, until a suitable opportunity offers for sending such prizes with convoy to some Port in America, where such Court of Admiralty may be so duly constituted as aforesaid.

Given on board His Majesty's Ship the Eagle off Bedlow's Island New York this 20th Day of October 1776.

HOWE.

By command of the Vice Admiral.

Josh. Davies.

By the Viscount Howe, [&c.]

WHEREAS the King's Service has received great prejudice in the decrease of the ships' complements from the recapture of vessels the property of the King's disaffected subjects taken and manned by the Ships of War, which cannot be spared from services of greater moment to see such prizes safe into port. Wherefore, for answering the more important purposes of the Act of the second Session of the present Parliament for prohibiting all intercourse with the several Colonies therein mentioned; and until the constitutional authority of Government is so far restored in some part of the said Colonies, that the benefit intended may be secured to the captors, according to the provisions of that Act; it is recommended to the several Captains making prize of such vessels of little worth, to take out the crews, with the most valuable parts of the cargoes where it can be consistently done; and to destroy the vessels, rather than to risk the loss of useful men, now

so much wanted for the Service in attempting to send such Prizes of little consequence to distant ports for condemnation.

And although the Captains are empowered by the before recited Act, to enter the men navigating such Prizes, to serve as part of the complement in the Ships they command, it is nevertheless to be remembered that any confidence put in men so acquired, is likely to be productive of great disappointment.

Given [&c.] the 20th day of October, 1776.

HOWE.

Eagle off New York. 21st October, 1776.

Sir,—Having received from Mr. Alexander Brown, late Master of the Dinah victualling transport, which sailed from Portsmouth under your convoy the 30th of July, a relation of some circumstances respecting the capture of that vessel which may require explanation; I trouble you with a copy thereof enclosed. And am to request you will favor me with your observations on the particulars therein contained.

I am, [&c.]

HOWE.

(*Enclosure*)

May it please your Lordship.

Upon the thirtieth of July last, the Dinah brig a victualler whereof I was Master, sailed from St. Helen's under the convoy of His Majesty's Ship Perseus. The brig sailed very heavy upon a wind, insomuch she would scarcely steer keeping the helm for the most part a-lee. I kept company

with the Fleet, until the Sixteenth of August, when being far to leeward, though could see the Man of War back and fill his maintopsail, and told twenty sail of ships to windward, the Burstwick brig, a victualler being to leeward tack'd and joined me. We made the proper signal as leewardmost ships, viz. the main-topsail clewed up with a Jack at the main-topmast shrouds; the signal continued out from three until four o'clock P.M. of the same day. We kept sight of some of the Fleet till dark, having our starboard tacks on board, the wind N.W.b.W. lying S.W.b.W., that same night we lost sight of the Fleet entirely. I kept company with the Burstwick and steered to westward, inclining a little southward as the winds permitted, and endeavoured to keep the westward as much as possible to shorten the distance. Upon the 24th of August I parted from the Burstwick, and joined company again September the first—steering as before as the winds favored. Upon the 18th inst. at 6 A.M. saw a strange ship W.N.W. from me, it being calm and great sea from the westward. Upon 19th at P.M. a breeze sprung up from the southward, the Burstwick being some distance from me to the N.W. I steered down to join company. This ship did the same, the wind coming to the westward I fell to leeward of the Burstwick and could not join her, this ship steered for the Burstwick, I stood to the northward from them it was dark, cloudy and variable weather, at 6 A.M. the ship gave chace to me she appeared to be a transport. I kept on as before, having the wind S.W.b.W. At 9 Do. they hailed me and run up alongside having all hands at quarters with lighted matches and tompkins out. Ordered me on board with my papers. She mounted 14 guns, formerly 16 with

eight swivels about twenty hands or men. She proved to be the Nancy of London fitted out by Messrs. Muir Son and Atkinson, sailed from Cork about 6 weeks, was taken eight days before, the Master of the privateer not being able to man both vessels sent me and company on board the Burstwick, and set us at liberty. Upon the 22nd instant we joined His Majesty's Ship Diamond and Fleet and kept company till our arrival at this port. The above account is as exact and real as I am able to give.

I am, [&c.]
(S[d]) ALEXR. BROWN.

Dated at New York 21st October 1776.
To the Honble. Lord Viscount Howe.

(Copy)
HOWE.

ELPHINSTONE TO HOWE

Perseus at Sea. 10th November 1776.

My Lord,—I am honored with your Lordship's letter bearing date the 21st of October, accompanied with a representation from Mr. Alexander Brown, late Master of the Dinah victualling brig which sailed from Spithead, under convoy of the Perseus, and desiring my observations relative to his assertions.

In consequence, I need only refer your Lordship to my Journal for a full vindication of my conduct with regard to the Dinah, and the Convoy in general put under my protection ; or if your Lordship is of opinion that from the concise manner of keeping a Journal, the circumstances might appear more clearly from my Log Book, where the observations are noted hourly, I will have the

honor of transmitting a copy ; and it may perhaps convince your Lordship that had the Masters been as attentive to my signals, as I was to the protection of their vessels, the King's Service would have suffered less.

I will now beg your Lordship's permission to enter into a few circumstances which I flatter myself will remain unanswerable.

First, with regard to Mr. Brown's observations on his vessel, I do perfectly agree with him, and will venture to add she was unfit for any purpose except that of burning.

Secondly, he mentioned I kept company with the Fleet until the 16th of August. From the time of my leaving St. Helens to the time I joined the Lark, which was the 12th of August, I placed the ship on the Dinah's lee-beam, distance a cable's length ; and my orders to the officers were most positive to keep that position during the night ; this circumstance will lessen Mr. Brown's merit in keeping company with the Fleet. Your Lordship will see the reason of my requesting Captain Smith to take charge of the Convoy by the letter I enclose. It is also plain that the Dinah and Burstwick were never seen after eight o'clock in the evening of the 13th of August ; and that on the 14th the weather was foggy till noon, at which time there were only 18 ships in company, which I with much difficulty collected : on the 15th I made the signal to speak with the Lark evidently to concert measures for the protection of the Convoy ; and on the 16th (which is the day mentioned by Mr. Brown for his having parted company) it is beyond a doubt that I chaced different ships of the convoy the whole day, fired a great many shot at the offenders, rebuked the Masters &c., and with difficulty once more

collected them. On the 18th I parted from the Lark and the snow under her convoy, consequently 17 remained under charge of the Perseus, not one of which was lost before our being driven on the Banks of Newfoundland, where we were dispersed in gales of wind and thick fogs.

I beg leave to conclude this tedious narrative by observing that it will ever be impossible for a single ship to govern a Convoy, except where the owners' and masters' interest are concerned, which has not been the present case ; and to assure your Lordship that no one could have undertaken that service with more zeal, and as far as my capacity permitted, I used every means for the preservation of the Fleet.

I have, [&c.]
G. K. E.

JOSEPH DAVIES[1] *TO ELPHINSTONE*

Eagle. 10th November, 1776.

Sir,—I have the honor of your letter of yesterday's date with the papers relating to the Ship Adventure, Brig Roby and Viper Privateer, to which every attention that the state of affairs will admit of shall certainly be given. Unfortunately the circumstances of this Country render the re-establishment of civil Government impracticable, which necessarily creates difficulties and delays in the prize business. The chief difficulty is the securing of the cargoes from embezzlement ; arising principally from the want of trustworthy persons for looking after the several vessels, and the impossibility of procuring even locks for their hatches and cabins.

[1] Lord Howe's secretary.

The only method we have been hitherto able to devise, is to store such parts of the cargoes as are most liable to pillage, and to dispose of others that are perishable. The latter mode of proceeding is not perhaps strictly legal, as no Court of Admiralty has determined on the validity of the claim of the captors ; but it is the only means, as matters now stand, by which the value of those articles can be secured to the persons whose property an Admiralty Court may hereafter adjudge them to be ; and upon that ground we have thought the measure justifiable.

The Viper remains where you left her : she has been looked at by Captain Duncan, but it has not yet been determined whether she is a fit vessel for the King's Service. Her Captain, with the Captain of the privateer taken by the Unicorn, found means a few nights since to make their escape from the ship in which the prisoners are confined.

I am sorry that I cannot give you the information you desire respecting the Betsey, not having heard anything of her before I received your letter.

I have, [&c.]
JOSH. DAVIES.

HOWE TO ELPHINSTONE

Eagle off New York. 10th November, 1776.

Sir,—I am favored with your letters of the 6th and 9th instant[1] and several papers therewith enclosed, respecting the representation of Mr. Alexr. Brown, late Master of the Dinah, one of

[1] There is no copy of letter of 6th ; that of 9th relates to the captures only.

the victualling transports then under your convoy, and the captures you have made of vessels the property of the King's rebellious subjects, which you have attended into Sandy Hook.

Upon the subject of Mr. Brown's Representation, I will trouble you for a copy of your Log-Book from the 12th to the 18th of August, and further from the time of your arrival on the Banks of Newfoundland that the Convoy was dispersed, until the time the missing ships of your Convoy were known to have been separated; if the circumstances within that period are more minutely stated in the Log-Book. Upon this Head I must observe, that the transport called the Generous Friends, not noticed in your Report to have been missing, is not yet arrived.

Mr. Hamilton has been directed to apply for a spar for a mizen-top-sail-yard. And the other necessary reparations consequent of the bad weather you have met with being made, you will please to proceed forthwith according to your former Orders.

In case you should fall in with any Convoy of trading ships from Jamaica for England correspondent to the purpose of the intelligence you have obtained, as stated in the account of the captures you have transmitted, you are at liberty to accompany those ships if need be, one hundred leagues on their way to the eastward of the limits expressed in your former Instructions, unless you should at that time be engaged in the conduct of any transports with provisions or stores for the Fleet or Army; which to see in safety to this port should, under all circumstances, continue to be the first object of your attention.

I am, [&c.]

Howe.

ELPHINSTONE TO HOWE

Perseus at Sandy Hook. 1st January, 1777.

My Lord,—I have the honor to inform your Lordship of my having detained Le Jolli Coeur, a French snow; and as an affair of this nature requires some precision, I hope your Lordship will pardon my encroaching on your time with the following narrative: at the same time permit me to say that had there been a doubt or the possibility of a doubt I would not have detained her, but under the circumstances I shall mention, I hope your Lordship will have no reason to disapprove of my conduct.

On the 14th of December, in company with the Camilla, about eleven o'clock in the forenoon, I saw a sail and chased; the wind at N.W. b.N., and soon saw the chase to be a snow standing by the wind on the other tack—at 12 (after firing many shot) she came down and answered from St. Domingo bound to Marseilles. We were at this time in fifteen fathoms water, in the latitude of 37°24′ North. I sent a boat for the Master and his papers, which he brought, telling me he was the happiest man in the world at having met a King's Ship; his vessel was in danger of sinking, made twenty inches water every hour, and that his foresail was all to pieces; he was making towards Philadelphia but now claimed my protection. In return to this, I told him it was my duty to send him to New York, where under his circumstances I should be obliged to enter a Process against him; but should his conduct appear to be just, he would meet with all attention from your Lordship, and be provided with stores. I then offered him a receipt for his papers which

he declined. I then sent him on board his vessel, accompanied by a Mate of the Perseus and the Purser who understood French (this in compliance with the Treaty between Great Britain and France which forbids a greater number than three to be sent on board, or any to be taken out before condemnation); these Officers I instructed to watch the conduct of the people on board, to observe carefully what water the vessel made, the state of the sails &c. On the day following, I sent the Master and Carpenter on board to examine the vessel and report, which they did as follows :—

'We, the Master and Carpenter of His Majesty's Ship Perseus went on board Le Jolli Coeur French snow and examined her hull and sails, and found her in the condition as follows: her upper works a little leaky; her sails good, only the foresail much torn, but had a new foresail below; her rigging in general very good and fit to proceed to Marseilles.

We kept company until the 20th, when in the night she found means to part company; were then in the Bay of Delaware with the wind at east. Here follows the information of Mr. Willm. Augs. Miles.

On Friday December the 20th I had the middle watch and perceiving that the snow went ahead of the Camilla, I hauled down the jib and lowered the topsails to their caps. At 1 (A.M.) spoke with the Perseus and hauled up the mizen that we might keep company. Mr. Hamilton hailed me and particularly directed me to keep as close as possible to the Perseus. I informed him that it was with the utmost difficulty I could make the man at the helm do his duty. That at night they generally steered extremely wild,

and particularly on that evening; and on the 18th that I had threatened to send him on board my own ship; and as it was evident they would embrace the first certain opportunity to escape, I should solicit assistance from Captain Elphinstone, but this conversation was unfortunately of no consequence, as the distance and the wind rendered it impossible for Mr. Hamilton to hear or rather to understand me. At 4 (A.M.) the Perseus and Camilla was about ¼ mile astern, and I backed the maintopsail in preference to hauling up the mainsail, as the snow being lofty and sailing extremely bad, held but an indifferent wind and would have gone to leeward. At 5 (A.M.) saw the lights astern and was relieved by Mr. Keith, who informed me at daybreak that we were separated from the Fleet; the wind was then as it had been all night, at E.S.E., and we had our starboard tacks on board. At 9 I heard one or two guns in the S.W. quarter, and wore ship; at ½ past ditto discovered two sail, but the weather being extremely thick could not distinguish whether they were ships or brigs. At 10 we made Cape May and discovered one vessel to be a schooner at an anchor, and the other to be a brig privateer belonging to the Rebels. I advised with Mr. Keith whether it would not be expedient to haul our wind instantly and stand out to sea, but aperceiving a ship at an anchor in the bay we resolved to run over and claim her protection, as we were satisfied she belonged to the King. At ½ past 10 we hailed the privateer who promised to send a pilot on board in compliance with the French Captain's request. At this instant the vessel struck; and as it would have been extremely imprudent if not unjustifiable to have let the rebels see our instructions and

signals, I requested Mr. Keith to destroy every paper that could tend to a discovery.

The privateer however did not send her boat on board, but made sail with the utmost expedition desiring the Frenchman to follow him ; the vessel beat over the shoal, and the Captain accordingly let his reefs out and set steeringsails, notwithstanding I assured him that the frigate at an anchor belonged to the King, and that as I was perfectly acquainted with the bay and clear of all danger we might venture with great safety. I insisted upon his going, to which he replied "*eh bien ! que voulez vous que je fasse foutre ?*"[1] As I was divested of my power I was reduced to the necessity of soliciting as a favor that he would not proceed to Philadelphia, as my character as well as my liberty was at stake, and I should be accused of negligence, but he was as insolent as he had before been submissive and polite. In the height of my anxiety, I discovered the Falcon to be under way, and had it in contemplation to cut the tiller ropes, but as it would have subjected us to ill treatment if they had escaped, I declined it upon recollection and renewed my entreaties : however, as the Falcon came up with us, I peremptorily insisted upon his hauling up his mainsail and shortening sail. He made no reply and I gave orders to the people to do it. They hauled up the mainsail, and the moment afterwards the Falcon fired four shots at us, two of which passed very near me ; I ran forward and hailed Captain Linzee to send his boat on board, but as he imagined we meant to run into shoal water, he fired another shot, and told us to let go our anchor. At 3 I went on board the Falcon and acquainted

[1] Which may be translated : 'What the devil do you expect me to do !'

him with the Frenchmen having taken charge of the vessel the moment she got within the Cape and had hailed the Privateer.

The inclosed is what I wrote to the French Captain the moment the vessel floated, to which he made no other reply but "*que voulez vous que je fasse foutre.*"

In addition to the above I must observe that she was not in the distress which they pretended, and that she made only six inches water an hour. I also discovered that if we parted company and the wind should blow hard at N.W., they had it in contemplation to proceed to Bermudas under an idea that the island was in the possession of the Rebels; at least I suppose so from hearing the Captain and Doctor mention that island in the cabin while I was upon deck, and their afterwards enquiring very particularly whether it was in our hands, or in those of the Rebels. The next day I introduced the subject of their distress, and appeared anxious to know how we should act if we should part company, and the wind should blow hard at N.W., on which they instantly proposed going to Bermudas. On my first going on board, the Captain informed me that except bread and water, he had not ten days' provisions on board; but in the course of the above conversation he told me he had enough for a month.'

The following is the information of Mr. Geo. Keith respecting the French snow before mentioned.

'When I was sent on board to observe the conduct of the people of the French snow, I desired that she might be pumped out, and sounded an hour or two after, that I might know what quantity of water she made in that time, but when they

pumped her out they took away the sounding rod. I never perceived that she had made more than six inches an hour, and that only when in a heavy sea; at other times not so much. After standing two hours there is generally but twelve or fourteen inches water, and she sucks at six by their own account; and even when in heavy gales she seemed to be little affected, except the upper works which are very bad and I believe she makes little water below. I would have no objection to go to any part of Europe in the vessel now. I have observed the Surgeon, particularly, have frequent whispering conversations with the men, and I have reason from what I could hear and understand of that, and their other behaviour, to believe that they certainly meant to run away with the vessel the first opportunity. For when we were at any distance from the Perseus in the night time, they would not keep her by the wind, and sometimes with the utmost difficulty I could get them to make or shorten sail in order to keep company with the ship. They took every opportunity to keep her from the wind, which they have sometimes done two or three points; but as soon as the Perseus bore down to us they were very submissive, at other times very stubborn, particularly the night we made the land first. The Surgeon and one of the men who is Mate and concerned with the Captain, had several close consultations, and in the middle watch they would by no means keep the vessel within two points of the wind [1]; upon which I spoke very harshly to the man at the helm, which made them almost break out in an open tumult and which the Surgeon seemed to head: for he and the man immediately had a long consultation, in which

[1] *I.e.* within two points of her possible course close-hauled.

they constantly repeated the word, which gave them so great offence, that if the Perseus had not at that instant fired a gun and the Camilla kept constantly nigh us, I really believe they would have gone away that night. One evening I went down to the cabin, where the First and Second Captains were ; when I came in they pointed to the door in an abrupt surly manner, and in an imperious tone the First Captain said, go out and do not trouble me. The Night we parted company, between 6 and 8 o'clock in the Evening (we being considerably to leeward of the ships), the Surgeon and men were busy consulting, and seemed much disappointed. At 8 when the Perseus and Camilla bore down to us and kept very close, the Captain sent for the Surgeon to the cabin, when he came upon deck, whispered to the man at the helm, looked at the ships, shrugged up his shoulders and said " No ne pas possible." But on that night in the middle watch, it began to rain and blow, with a thick fog, and in the morning when I came upon deck I saw none of the ships :—and as Mr. Miles told me he saw the Perseus's light astern a little before, I ordered them to haul the mainsail up, till she should come up with us, but they would not : I prevailed upon them to back the maintopsail, and hoped to see the Perseus at daylight : I was very anxious to have the mainsail hauled up, and the more to find they would not do it. At daylight I saw none of the ships, therefore positively desired they would shorten sail, upon which the Surgeon went and called the two Captains ; I called Mr. Miles to speak French and insist upon shortening sail ; the Captain would not haul up the mainsail, but close reefed the topsails and stood on till about eight o'clock, when they saw the land upon

the lee beam, which seemed to alarm them very much, as it blew fresh, was very hazy, and rained very hard: then they agreed to go about :—At 8 we wore and stood on the larboard tack—about half an hour after we heard a gun to leeward, which I made no doubt was the Perseus firing a signal to us. We bore away and soon saw a sail, which I judged to be the ship, but after running an hour towards her, I perceived she was a brig and close in shore. I then desired the vessel might be hauled to the wind, as I knew she was none of our Fleet, but this the Captain positively refused, and said he was determined to speak her whatever she was: I soon saw an American Jack at her foretopmasthead, upon which I hove my log, orders and signals overboard. Upon our coming up with her she first hailed us in English, then in French. The French Captain told her we were in distress, bound for the first port, and asked for a pilot. The Captain of the Privateer said we were in Delaware Bay, and that he would conduct him to the first port in safety. I saw a lofty ship riding in the Bay off Cape May, which I supposed to be one of our Frigates, and asked the American what Ship it was, he said it was a merchantman bound out; during this time we thumped several times upon a shoal, but getting off again, the Privateer (having got a pilot from the shore) desired us to keep close by him and make all the sail we could; the French Captain immediately set steeringsails and followed the Privateer who crowded all the sail possible. I told the Captain that the vessel we saw was an English ship, but to no purpose, he would not believe it, and made all the sail he could up the river after the Privateer till the Falcon got under way and came up close to us, and after she had

fired about a dozen guns at us he would not shorten sail, till she was so close that he feared his vessel would be sunk, and even then with great reluctance.'

Information of Benoit Eyrant, Second Captain of the French snow.

'That he had no part as to advising the protest, but was called to the cabin by the Captain and told he did not consider the vessel fit to proceed, showed the protest and desired to sign it—that he thinks the vessel was more fit to proceed on her voyage than to come on this coast, where they have had continual gales of wind at N. and N.W., that some days before they were detained by the Perseus they made the land, as he thinks, near Cape Hatteras, and the Journal he brought on board by order of the First Captain (who has declined coming) was not the Journal of the snow, nor was it kept by him—that the vessel made as much water when they carried sail coming through the passage between St. Domingo and Cuba, as at present, and might have gone back. He does not know the reason that the snow is but half loaded, and believes there was freight enough to be got when they left the Islands, where he was shipped two months before they sailed. From the Captain's behaviour he thinks he had other motives than what he was made acquainted with.'

Information of Francois De Clarre of the said snow.

'That he was shipped at St. Domingo the day before the Snow sailed, and she made water two days after they left the port—that the upper works had not been caulked in the country, and

the decks were so bad that one third of the water they pumped out ran down again through the deck—that the crew begged the Captain to throw overboard an old launch that reached from the main to the foremast, and that had another boat within her, to put a heavy spare anchor below but this he refused—that he never saw or was consulted about the protest before he was told the Officers had signed it, and was ordered to do the same ; for which he was sorry : had he imagined them to have come this way he would not have shipped himself, and intends to go home in an English transport at all events ; and that he with many of the people joined Mr. Miles in requesting the Captain to let the Frigate speak them, saying, if you are doing nothing wrong, you have nothing to fear of the English who will fire and we may lose our lives ; he, the Captain, was very angry, and ordered more sail to be made —when the Falcon first fired many quitted the deck ; but when she continued to fire, they, by orders of Mr. Miles, shortened sail.'

I have not ventured to examine any part of his cargo, neither have I proceeded with him in any respect as a prize ; and only on his first application conduct him in safety to port ; well knowing I cannot act so properly as leaving his fate to your Lordship's determination, and whatever steps your Lordship may be pleased to take, will give me and all concerned the highest satisfaction, provided my conduct meets with approbation. Intelligence.—That there are many Privateers in the West Indies, who bring in and sell their prizes at Cape Nichola Mole, also equip there—They saw sixteen sail of merchant ships with two frigates on their passage to England. By the Boston Schooner—That the two frigates

commanded by Manly and McNeil, were expected to sail in ten days.

I have, [&c.]

G. K. E.

COMMODORE HOTHAM TO ELPHINSTONE

By Commodore Hotham, [&c.]

WHEREAS intelligence has been received that the artillery, arms, ammunition and ordnance stores, &c. specified in the paper hereunto annexed, have been provided in different ports of France to be conveyed to these Colonies; That five large armed ships are prepared for transporting the same; And that the several Officers of Artillery therein mentioned, the commander in chief Monsieur Du Coudra [1] excepted, are to proceed in those five Ships from Havre, Dunkirk, Nantes, Rochelle and Bourdeaux under clearances for St. Domingo, but to land their cargoes in some ports of North America; That the said Monsieur du Coudra is to depart from Havre in a frigate of twenty-four guns, to land at Boston or Martha's Vineyard: And whereas it is of the utmost Importance that the landing of the said artillery, arms, ammunition, stores and officers in North America should be prevented, in case such attempt should be made.

You are therefore hereby directed in case of falling in with any of the said ships to use your best endeavours for intercepting, seizing them, and preventing the landing of Monsieur de Coudra as aforesaid, as also to secure their cargoes and

[1] Phillipe C. J. B. Tronson du Coudray. He was made a Major-General of Artillery in Washington's Army, but was accidentally drowned in the Schuylkill River on 11 Sept, 1777.

such officers and papers as may be found on board them. And in case any such ships having officers on board shall be seized under the circumstances above-mentioned, you are to direct the officers to be taken out of them and treated with civility until you shall happen to receive directions for the farther disposal of them.

And you are to be very careful not to suffer any part of the intelligence above-mentioned or your orders in consequence thereof to transpire.

Given on board the Roebuck in the Delaware the 11th April, 1777.

W. HOTHAM.

Artillery, Arms, Ammunition and Stores.

Brass Cannon—4 pounders	201 No.
Balls for ditto	100,500 No.
Brass 9 inch Mortars	27 No.
Shells loaded for ditto	13,500
Mortar Beds	29
Stands for small Arms complete	30,000
Spare Gun Locks	60,000
Tents	4,000

Clothing complete for 30,000 troops.

400.

A large quantity of Gun Powder, Leaden Bullets, Gun Flints, &c.

Officers &c.

Commander in Chief of the Artillery of the United Colonies, Mons. du Coudra with the Rank of Major General.

Adjutant General of Do. Mons. Le Brun, lately named a Professor of L'Ecole Militaire.

Five Captain Engineers.

Five Captains of Artillery.
Six Sub Captains of Do.
Six Lieutenants of Do.
Five Aids de Camp to Major General Coudra.
Workmen Engineers.
,, of Artillery } About 50 in number.
Under Officers, &c.

N.B.—One of the Aids de Camp is nephew to Lieutenant General Grisbeauval, the Director General of the Artillery of France.

It is further said that the above Officers have entered into contracts with Mr. Silas Deane, the American Agent at Paris.

Intelligence.

A French Ship called Le Marquis de Brancas, burthen 650 Tons, one hundred men, thirty guns and small arms in proportion, will sail from Nantes the 30th November. This ship is commanded by Captain Gaudin, who has under him twelve officers and seventeen bas officers.[1] The Names of three Officers are Le Gaudinet, Noitron, son of the Chef d'Escadre of that name, and Doyard, son of the Commissary General de la Marine at Nantes. The names of two of the bas officers are Dutetre and Silvestre.

This Ship is reported to be bound to Port au Prince, but it is believed its real destination is Boston. It is also said that the Chevalier Rocourt is going to North America with Monsieur de Coudra, and that the latter is actually set out with 17 officers under him, and that they certainly go directly to Boston. It is also believed that they are to sail from Havre de Grace.

[1] *Bas Officiers :* non-commissioned officers.

November 19, 1776. The vessels now fitting out (at Dunkirk) for the West Indies, and which will all, or at least, some of them, be ready for sailing in a fortnight or three weeks hence, are the Mars, Vanbroken, Roode, and Les quatre Freres, all bound for St. Domingo, and may call at either of the other Islands as may best suit their purpose.

ADMIRALTY TO ELPHINSTONE

Admiralty Office. 15th September, 1777.

Sir,—The Navy Board having represented to My Lords Commissioners of the Admiralty, That the 16th Article of the Act of Parliament passed in the 31st year of His late Majesty's Reign, for the Encouragement of Seamen employed in the Royal Navy, which strictly enjoins the Commanders of His Majesty's Ships to send home complete Muster-Books every two months, is not properly complied with; which occasions much inconvenience to the Service, and may be of great detriment to the Public, in case of the loss of any ship: I am commanded by their Lordships to signify their direction to you, to pay due observance to the said Article, as you must not expect to receive a certificate from the Navy Board to entitle you to the payment of your wages, if such books are neglected to be sent to them, or to be delivered to one of their Naval Officers,[1] to be forwarded to them.

I am, [&c.]
PH. STEPHENS.

[1] *I.e.* Officials of the Navy Board. 'Sea Officer' or 'Officer of the Navy' was then the equivalent of the modern 'Naval Officer.'

CAPTAIN FANSHAWE TO ELPHINSTONE

Carysfort, Hampton Road. 24th October, 1777.

Sir,—It being my Lord Howe's intention that the Carysfort, Perseus and Lizard should act in concert on the coasts of the Carolinas and southward to St. Augustine, you will herewith receive his Lordship's Order to put yourself under my command.

In the course of service incident to this appointment the Signals established by his Lordship in his Signal Book for the Ships of War are occasionally to be used except in such instances as you will be hereafter informed of by me.

You will observe that the account (which accompanies this) of vessels from France to North America is marked ' Secret ' (as was that to me) ; It may however be proper to give that intelligence, with the same caution, to any of His Majesty's Ships you may meet not already furnished with it.

I have brought with me into the Chesapeak Bay the Nancy transport brig, Kildare Williamson Master, having on board an assortment of victualling stores intended to be deposited at Saint Augustine for the ships on the southern stations, in order that the Perseus might be immediately completed with provisions from her, and, if otherways ready proceed forthwith with me to the southward : but on my arrival here to-day Captain Parker informs me that the Perseus is deficient of water also, which it seems cannot readily be supplied till the arrival of the transports coming from the Delaware with provisions and water for the ship under his orders—in this case I think it most expedient that the Carysfort and Lizard

should proceed as soon as they can to cruise on the southern coasts, and that the victualling brig should be left under protection of the King's ships stationed in Chesapeak Bay, till the Perseus is ready to convoy her to St. Augustine, and as this proposal meets Captain Parker's approbation, you will have my order as well for that purpose as for the future disposal of her.

There are on board the Phœnix pilots for the southern coasts, and Captain Parker will be pleased to furnish you with such as you may think necessary. The pilot on board the Lizard professes knowledge of the coast from the Delaware to Saint Augustine—he on board the Carysfort is acquainted only from Charlestown southward, which I mention in order to guide your choice of one for the Perseus—if it should be necessary to detach the ships to different parts, a suitable exchange of pilots may be made.

There was in peaceable times, an agent at St. Augustine for victualling His Majesty's ships. You will have the goodness to enquire if there be now any person under such contract, and, in the present state of affairs, able to fulfill it, a suggestion here occurs on the probable readiness of such person to take charge of the victualling stores if you should find it expedient to land them and discharge the brig.

Great convenience will ensue if, when the Southern Cruizers go to Augustine for provisions, a ready means of supplying them with water also can be there ascertained.

It has been intimated to me that Governor Tonyn[1] some time ago proposed to have a vessel for such service, your representation of the utility thereof will probably induce him to provide for

[1] Governor of Florida.

such necessary accommodation in future. And you will be pleased also to get every information you can of what other places the ships will be able to water at, and particularly what annoyance they will be likely to meet, if they should go into Saint Simons or Jekyll Sound for such purpose.

When any opportunity should offer you entering seamen more than may be wanted for your own ship, I will be glad if you would engage what you can for the Carysfort, she being now more than twenty short of her complement, and having forty sick on shore and on board—if you are not already furnished with a general order to bear supernumeraries (as I am not) I will take upon me to give you my sanction for this special purpose.

The Admiral having been pleased to communicate to me advice he has received that south-west and southerly winds are said to prevail, from the northward of Cape Hatteras along the coasts of the Carolinas to Cape Florida more than eight months in the year; also that off the Capes Hatteras and Lookout and the shoals of Cape Fear, the Gulf Stream borders so close as to render the navigation confined and difficult, whereby it has not unfrequently happened that the passage from Cape Hatteras to Charlestown could not be made under many weeks, you will, in your occasional passages from one of those coasts to another avail yourself of this intelligence in order to obviate as much as possible those reputed inconveniences: in the passage from the Delaware to Chesapeak Bay the Master of the victualling brig was directed while under my convoy to observe and conform to the 'Sailing Instructions and Signals by day and night for Transports and Ships under Convoy' established by Lord Howe.

It is at present my intention that the Carysfort

and Lizard shall cruize in company or separately, as occasion may be, on the coasts of the Carolinas while you are gone to the southward, and on your return any other arrangement may be made according to the intelligence gained, or as our observations and circumstances will best enable.

I am, [&c.]

ROB. FANSHAWE.

(*Enclosure*)

By the Viscount Howe, Vice Admiral of the White and Commander in chief of His Majesty's Ships and Vessels employed and to be employed &c. in North America.

WHEREAS it is intended that His Majesty's ship under your command with those named in the margin [Perseus, Lizard] should be employed under your orders on the coasts of the Carolinas, southward to the port of Augustine ; more especially to intercept all supplies of military stores attempted to be conveyed into the harbour of Charlestown, the channel of Ocracoke or any of the creeks and inlets adjacent thereto ; and otherwise to prevent all trade and communication with the rebellious inhabitants of those Colonies, as well as to take or destroy any armed vessels they have provided, by every means in your power. You are therefore in the ship you command, together with such of those before named as are ready to proceed with you, to repair to the coast of the southern provinces as soon as the weather will permit, for the several purposes aforesaid. Being further to regulate your disposition of them to cruise jointly or separately on such parts of the

said coasts, and to range the same eventually, as from circumstances or the intelligence you are able to procure, you have reason to think most advisable for the general object of your present appointment.

By Captain Ferguson, who preceded you in the command on the same station, I am advised that the south west and southerly winds are said to prevail from the northward of Cape Hatteras, along the coast of the Carolinas, to Cape Florida, more than eight months in the year; also, that off the Capes Hatteras and Lookout, and the shoals of Cape Fear, the Gulf Stream borders so close as to render the navigation confined and difficult, whereby it has not unfrequently happened that the passage from Cape Hatteras to Charlestown could not be made under many weeks. You will therefore direct the conduct of the ships proceeding for, or stationed on such parts of the coast, as to be guided against those reputed inconveniences.

It will be expedient by one or other of the Frigates under your orders to communicate at seasonable times with the port of Augustine—that by personal intercourse, or other signification of Governor Tonyn's sentiments you may be prepared to render such assistance as will be in your opinion most proper to defeat any attempts by the Rebels for invading the province of East Florida. The Hinchinbrooke armed brig being stationed, and more particularly intended to protect the coasting trade of that Province, you will give the conditional instructions to Lieutenant Ellis that you see requisite with the same intent. A copy of his Instructions is added herewith for your further information therein.

And whereas it is intended that an assortment of victualling stores of each species should be

deposited at the port of Augustine for the ships on the southern stations, and a victualling transport is ordered for that purpose, you will be [careful] to provide in the arrangement of the services incident to your present appointment, for the timely supply of the stationed ships therein accordingly. And when the quantity of the said victualling stores shall be so much reduced, or it otherwise happens that the same can be conveniently lodged on shore under due inspection, with any saving to the Crown upon the hire of the transport (chartered at the rate of nine shillings the month per ton until her arrival at Deptford) you are at liberty to land the provisions and discharge the transport for her immediate return to Europe. Receipts are to be given to the Master of the transport for the provisions issued to the different ships ; and equally to the person charged with the care of the remains that may be landed.

In case, by the capture of any trading ships or ships armed for war, you should be incumbered with a number of prisoners not inclined to enter for the King's Service, you are permitted to exchange the same against any British prisoners, officer for officer claiming equal rank in the said armed vessels, and sailor for sailor, as on a proffered communication for that purpose with the inhabitants of the Provinces having British captives in possession you find them disposed on those conditions to release. But if being unable to make such advantageous exchange, you are likely to be compelled to quit your station, or to detach any of the ships under your orders on the same account, you are then equally permitted to land such prisoners, not being His Majesty's European subjects or taken in arms, in the Provinces most convenient with reference to the general purpose

of these Instructions. But British prisoners taken whilst in the employment of the Rebels may be retained involuntarily to serve in the ships of the fleet, if you think fit.

You are to continue upon this service with the several ships before-mentioned, and such others as you may find, or which shall be hereafter sent to be employed under your direction, upon the coasts aforesaid, whilst their condition and the state of their men and stores will admit ; or until further order—and when their return into port for either of those exigencies is likely to become necessary, it is to take effect in such succession, that two ships may remain at the same time at sea, if practicable, consistent with the nature of the relief they respectively require. But if the cause for leaving their stations shall in such time happen, that the particular ships cannot arrive in the port of New York, before the end of the first week in December (and afterwards until the beginning of the month of March, the further attempt is to be postponed) the Captain is to repair for the purpose to Rhode Island ; where suitable provision will have been made for affording the necessary assistance in the meantime, whilst the access to the port of New York is likely to be obstructed by the ice which usually forms there at that season of the year.

You are to transmit to me by every suitable conveyance a particular account of your proceedings in compliance with these Instructions ; the incidents that occur, the stations on which the ships have been placed from time to time, in the form annexed, and the condition of them as any change of circumstances therein may require, and further to communicate by such opportunities all advices you obtain of the practices and designs of

the Rebels for strengthening themselves in their illegal resistance, with the measures deemed most effectual for preventing the success of their hostile intentions ; or which in other respects appear to be for the benefit of His Majesty's Service.

Given on board His Majesty's Ship the Eagle off Chester the 13th day of October 1777.

HOWE.

By command of the Vice Admiral.
Josh. Davies.

To Captain Robt. Fanshawe, Commander of His Majesty's Ship the Carysfort.

Secret.

By Captain Robert Fanshawe Commander of His Majesty's Ship the Carysfort.

WHEREAS intelligence hath been received that two French ships have been fitted out at Marseilles or Toulon, and laden with different sorts of goods for the use of the King's rebellious subjects in these Colonies ; that one of the said ships mounts eighteen, the other twelve or fourteen guns, though pierced for twenty ; and that they will be manned with French seamen, carry French colours and be cleared out for some of the West India Islands ; that their real destination is New England, or some other part of North America, as in the extract of a letter from the Secretary of the Admiralty herewith enclosed for your information, is more particularly set forth. And whereas from further Intelligence it appears that a brig of one hundred and fifty tons hath been fitted out at Dunkirk for conveying artillery and other warlike stores to the King's rebellious subjects in the

American Colonies, a particular description of which brig is also herewith annexed; you are hereby required in case you should meet with all or any of the vessels before mentioned during your continuance under my orders to seize the same in order to their being proceeded against as the Law directs.

Given [&c.] in Hampton Road the 24 October, 1777.

ROB. FANSHAWE.

(*Enclosure*)

Extract. Secret.

Admiralty Office. 6th June, 1777.

'My Lord,—My Lords Commissioners of the Admiralty having received intelligence that two French ships were fitted out the 21st of last month at Marseilles or Toulon (believed to be at the former) that they were to be purchased or at least freighted by Mr. Deane, to be laden with different sorts of goods for the use of the Rebels, were to mount viz.: one 18 guns, the other only 12 or 14 though she will be pierced for 20, that the largest is about 400 tons, the other about 340, that they will be manned with French sailors, carry French colours, and clear out for some of the West India Islands, but that their real destination was New England, with a liberty, however, to make any safe port in North America; and that they will carry double commissions, an ostensible one and a secret one; that there will be on board each ship a French Captain and one with a commission from the Congress; that one Hynson is to have the direction of the Expedition, that the other it is

believed will be a Frenchman by birth, but in the Service of the Congress and bearing their commissions ; that there will be 12 brass mortars put on board Hynson's vessel which is the largest of the two ; that Hynson was to receive his Instructions from Mr. Deane on the 22nd ultimo and to set out immediately from Paris to Marseilles ; but that, as the ships had not then taken in their lading, it would be some weeks before they could put to sea.'

That Hynson the person above mentioned is (as appears by a description their Lordships have had of him upon another occasion) a lusty black-looking man, and that, though perhaps he may endeavour to disguise himself, he must be easily discovered, having strong marks of an English seaman, and that there is reason to believe that the discovery once made will lead to every other and unravel the whole iniquitous project, as he, if once taken, may be easily induced or compelled to tell all he knows.

Rt. Hon. Viscount Howe.

(*Enclosure*)

Description of a Brig called La Marie Honore Rose Master, laden with artillery said to be bound from Dunkirk to Martinice, but expected to be furnished with clearances for different places.

This brig is about 150 tons, square stern painted white with green mouldings ; four windows, red drapery, on a blue ground on the counter, &c., as sketched in the margin. Quarters in boards painted red ; white and red strakes next the gunwale fore and aft ; tarred sides and brimstone

yellow bottom ; a Woman head with green vestments ; the foremast painted white ; two top gallant masts ; new cross trees and triple trees to the fore top ; white borders on the cross trees and white bees on the bowsprit.[1] Though fitted as a brig there are steering sail booms upon her mainyard, so that she may be easily made a snow of.

By Captain Robert Fanshawe Commander of His Majesty's Ship the Carysfort.

As soon as the Perseus is ready you are to proceed in her to cruize off Charles Town, Sth. Carolina, where in ten days at farthest you may expect to meet His Majesty's Ship the Lizard (according to my order to Captain Mackenzie, a copy of which you herewith receive).

You are there to employ the Perseus and Lizard in cruizing on the coasts of the Carolinas in order to intercept any supplies carrying into the ports of those Provinces, to prevent any trade and communication with the rebellious inhabitants thereof, and to take or destroy any armed vessels provided by them, by every means in your power.

Charles Town being the place of greatest resort of foreigners bringing supplies to the Rebels in the southern Colonies you are to give your chief attention to that port, and so to direct that one ship, at least, may be off it once in five days at furthest.

As soon as the Carysfort's water and provisions are complete I will proceed in her to join you. If in the mean time you should find yourself encumbered with a number of prisoners, you may

[1] Pieces of wood bolted on the outer end of the bowsprit.

exchange them, as you may be able, for British captives of equal rank, except foreign officers, or His Majesty's European subjects, serving the Rebels, whom you are not to exchange.

Given [&c.] off Augustine the 26th Day of November, 1777.

P.S.—Since writing the above Order I have received intelligence from His Excellency Governor Tonyn of several vessels being seen to sail from Tybee and Sunbury in Georgia, laden with rice, indigo and tobacco, under convoy of an American sloop mounting twelve four-pounders, as mentioned in the account given to you, but as your joining the Lizard seems to me of material consequence, you will be pleased to make that your first object, and you will afterwards take such steps as you may judge proper respecting these vessels from Georgia, but so as that one frigate at least may be off Charles Town as above directed.

ROB. FANSHAWE.

HOWE TO ELPHINSTONE

Eagle, Sandy Hook. 11th April, 1778.

Sir,—Being informed that the difficulties the Rebels find in attempting to make their returns of tobacco from Chesapeake Bay, have induced them to prosecute that commerce through North Carolina; putting to sea out of Ocracoke Inlet, and receiving supplies by the same channel; I desire you will acquaint Captain Fanshawe with my wishes, that all the attention which the state of his force admits, may be had to that essential object.

I am at the same time informed, that a French

frigate-built ship is now, or has lately been stationed in Cape Lookout Harbour; and an uninterrupted trade carrying on there with the Rebels. It is desirable that the earliest opportunity should be taken to obstruct this intercourse also.

I am, [&c.]

HOWE.

ELPHINSTONE TO GOVERNOR TONYN

Perseus, St. Augustine. 15th August, 1778.

Sir,—When I was Commander of His Majesty's Ship Pearl in the West Indies, sometime in the month of February 1777, I had information from Admiral Young, and many other persons that a vessel had been at that Island with a pretended commission from your Excellency, and requesting a certificate from the Admiral in these seas that he might cruize, and an order that the men-of-war might not detain him, but all these requests the said Admiral thought prudent to refuse, owing to many reports which circulated to the prejudice of Kelly the Commander of the above mentioned boat. The Admiral sometime after sent for me to translate some complaints from the Governor of Martinique, on account of French vessels being stopped and pillaged in these seas by vessels either without commission, or commissioned by a Rebel agent at Saint Eustatia; he farther added that he had just received a complaint from the Island Saint Martins, that a vessel, which from description, he believed to be Kelly's, had landed there under pretence of being tender to an English ship of war, and had there committed great depredations, and that he would order his Squadron to seize him and send him to prison, for he had

certain information that this Kelly had run off with the vessel to the Rebel country, and had brought effects belonging to some of the King's subjects which the Court of Vice Admiralty had refused to adjudge. Sometime in the month of March I arrived in the Road of Basseterre in the Island of Saint Christopher's, where I found the said boat at anchor. Kelly was on shore with his papers, I got the Judge of the Admiralty to send for him ; about ten o'clock in the forenoon he came and produced his papers, told me he was employed, and sent by your Excellency to fit his vessel and enter men, but had mislaid his Instructions, and as soon as he had procured his wants he was to return to receive your Excellency's future orders ; he added there was no reason to doubt him as he had the Vice Admiral Young's leave to cruize ; being asked to produce it, he said it was verbal in presence of Captain Hamond. I told him I was part of Captain Hamond's Squadron, that he was at Old Road (distant four miles) where I should repair in the evening, and desired him to accompany me there, which he said he would. Mr. Adye, Councillor at Law, being in the Admiralty Court, I put Kelly's papers into his hands, requesting him to give his opinion in public, which he did ; that he believed the papers to be fictitious, because the commission was not in form, because the King was not authorised by Parliament to grant commissions, because the commission had been granted to Thomas Osburne and delegated to Kelly by him ; that it was only a copy of an obsolete letter of marque long in disuse, that there was no security given, no tonnage mentioned, no number of guns, men or other proper papers produced. On this opinion being publicly given before the Judge, I told Kelly I should keep

the papers till evening when we should meet Captain Hamond, he snatched the papers from my hands and ran out of Court. I saw no more of him, but sent repeatedly to the vessel to enquire if he had returned on board, and being answered in the negative, at 7 o'clock of that evening I sent an officer and some men to take possession of the boat and conduct her to Old Road, where I delivered her to Captain Hamond with an account of my conduct, for which I had his thanks; for he told me some gentlemen had arrived from St. Augustine with information that Kelly had fled with the boat out of the harbour in defiance of all law, and had resisted the civil officers of justice assisted by the King's tender, and that he had carried off negroes and other effects, after your Excellency had ordered them to be brought on shore, and the vessel to be put in custody of the Fincastle [1]; Mr. Goodridge, Mate or Midshipman of the Roebuck, being sent for, declared this was consistent with his own knowledge, and that the people of Augustine imagined he had gone to some Rebel port. I meant to have libelled the vessel there, but was ordered to sea upon a certain Service, at 12 o'clock that very night. These circumstances I had the honor to inform your Excellency on my arrival here in the month of July 1777, at that time your Excellency thought there was but little chance of Kelly's returning to this place; but as at present he commands a brig belonging to this Province, and has been frequently seen in this place, I once more humbly beg leave to enquire the truth of these assertions, what authority he had for his proceedings, and what steps your Excellency intends to take with respect to bringing the offenders in this case to

[1] Apparently a hired armed ship.

justice, that I may have it in my power to transmit an exact account of the whole affair to My Lords Commissioners of the Admiralty and the Lord Howe, my Commander in Chief.

I have, [&c.]

G. K. E.

GOVERNOR TONYN TO ELPHINSTONE

St. Augustine. 17th August, 1778.

Sir,—I had the honour of receiving your letter of the 15th instant in relation to some irregular proceedings in the West Indies committed under the sanction of a commission of a letter of marque granted by me.

At the commencement of this unfortunate rebellion frequent depredations were committed upon His Majesty's loyal subjects of this province by the Rebels, and neither the trade or inland navigation were sufficiently protected by the King's ships stationed here. I therefore thought it expedient for the immediate service of this province to commission some armed vessels, and granted a letter of marque to George Osbourn, who had for his attachment to Government suffered considerably by the rebels, and is an intrepid and bold sailor, to command the sloop Governor Tonyn. He under the authority in this commission employed William Kelly to command a tender. This Kelly had committed some outrage not to be justified, and made a sudden escape contrary to my express orders from this province.

Having had during your service on this Station ample proofs of your zeal for His Majesty's service, and readiness upon every occasion to support the civil Magistrate, it gives me much concern that any person to whom I have shewn countenance

should act improperly towards you, as Osbourn and Kelly have done. As neither are upon the spot, I am apt to impute the law suit commenced on their part to their attorneys in this place. However, as Osbourn had a commission from me which could neither authorise nor justify their conduct in several instances, I wish the matter to be settled amicably, as by pursuing the course of law the legality of my commission, granted at the time it was, might be called in question, and which the state of the province at that period rendered expedient and necessary.

I shall require the Attorney General's opinion upon the subject of your letter, that the best measures may be observed upon the occasion.

I have, [&c.]

PAT. TONYN.

ELPHINSTONE TO GOVERNOR TONYN

St. Augustine. 22nd August, 1778.

Sir,—Permit me to take the liberty of asking your Excellency if you considered the commission of William Kelly to be in force at the time he was in the West Indies or at any time after he left this Province. If the certificate granted to George Osbourne and William Kelly comprehended any part of the time after Osbourne's sloop was lost, or when Kelly had fled the Province, or for what services that certificate was granted. Had your Excellency known where Kelly had gone, I beg leave to enquire what steps you would have looked upon as proper. I have, [&c.]

GEO. KEITH ELPHINSTONE.[1]

Governor Tonyn.

[1] This seems to be the original letter. Perhaps it was not sent as no further correspondence appears.

CAPTAIN WM. SWINEY TO ELPHINSTONE

Europe. Sandy Hook. 28th October, 1779.

Sir,—The Admiral is so much employed as to be unable to answer your letter relative to the pretended flag of truce; and desires me to acquaint you he is surprised to hear people talk so absurdly and so presumptuously as those do, who talk of prosecuting you. The Admiral further desires that all the King's subjects who have been found on board of her may be confined as prisoners in the Prison Ship, but particularly that if a Mr. Anson is on board that *he* may be put in irons, and that the vessel may be without delay libelled in the Admiralty Court. The Admiral is of opinion that the King of Denmark, not being at war, can have no right whatsoever to grant flags of truce to vessels bound to places at open war or in rebellion; and that the Governor of St. Croix presumes very much to interfere between Great Britain and her Colonies contrary to the spirit of her laws, and to her nearest interest.

As to the vessel being in ballast, she is, as a vessel, a very material article of commerce. The Governor of St. Croix should have applied to some Governor or Commanding Officer in the service of the King of Great Britain to obtain a Pass for his vessel. I hope you find yourself better since going to town.

I am, [&c.]

Wm. Swiney.

ADMIRALTY CIRCULAR LETTER

By the Commissioners for Executing the Office of Lord High Admiral of Great Britain and Ireland, &c.

THE King, having taken into consideration the great quantities of powder consumed by the Ships of the Royal Navy, in paying and returning Salutes, according to the Regulations and Instructions established in the Year 1730,[1] hath judged it necessary that a stop should be put thereto: And His Majesty having therefore, by His Order in Council of the 24th of June, 1778, been pleased to order, require, and command, that, notwithstanding any thing contained in the aforementioned Regulations and Instructions, no other Salutes shall be permitted or allowed, until further order, but such only as are herein-after specified, viz.:

I.

That when any Ship of His Majesty's, of what Rate soever it be, shall first come into the Fleet, the Captain of the said Ship shall not salute the Lord High Admiral (in case there should be one), or any other Flag Officer who shall command in chief, any otherwise than by Cheers only, unless such Ship shall bear a Flag, and then only to salute and be answered by the Chief Flag Officer in the Fleet at that time.

II.

That no Captains of His Majesty's Ships do salute one another with Guns, but with Cheers.

[1] The first edition of the K.R. & A.I. was published in 1731, having been approved by Order in Council of 7 Jan. 1730–1.

III.

That when the Lord High Admiral (in case there should be one) or the Admiral and Commander in Chief of the Fleet, shall first come to the Fleet, the Flag Ships are only to salute with Guns, and the Private Ships by Cheers ; and when any Flag Officer shall first come to the Fleet, he is to be saluted with Guns by none other than the Flag Officers that are inferior to him in command ; and when either the Lord High Admiral or a Flag Officer shall leave the Fleet at the end of any Expedition, and go on shore, the Lord High Admiral, or any other Flag Officer, according to his quality, is then only to be saluted with Guns by the Flag Officers inferior in command, and by Cheers only from the Private Ships.

IV.

That the usual Salute be continued to be made to all Ships and Castles of Foreign Princes and States in amity with His Majesty.

You are hereby strictly required and directed punctually to conform yourself to what His Majesty hath been pleased to order, require and command, respecting the paying and returning Salutes as above-mentioned, until you receive further order.

Given under our Hands the 20th of July, 1780.

LISBURNE.
H. PENTON.
R. MAN.

By Command [&c.]
Ph. Stephens.

LORD SANDWICH TO ELPHINSTONE

Admiralty. 22nd January, 1781.

Sir,—I really am under much difficulty how to answer the letter I have just received from you. I am exceedingly unwilling to refuse any request of yours that is in itself perfectly reasonable, and yet I cannot help telling you that I foresee inconvenience from your leaving your Ship at this particular moment.

The delay of the sailing of the Warwick is exceedingly distressful, as the Service on which she is ordered is of the most pressing nature; I am every day called upon from different quarters to know why the Warwick's convoy does not sail and if it should appear at the same time that the Captain is absent upon leave, both the Captain and the First Lord of the Admiralty will be blamed, though neither of them is really in fault. Having said this I leave the matter to your own judgment, and if you persevere in your wish to come to town for a few days, I shall give way. I am with great regard.

Your most obedient and most humble servant,

SANDWICH.

REAR-ADMIRAL GRAVES TO ELPHINSTONE

By Thomas Graves, Esq., Rear Admiral of the Red and Commander in Chief, &c., &c.

WHEREAS frequent accidents, to the very great prejudice of His Majesty's Service, may happen in Fleets from the inattention of Officers by tacking

or wearing in conformity to Signal in an improper position with regard to the ships near them, especially to those ships, which have just complied with the Signal, you are hereby enjoined to give the most positive directions to the Officer of the Watch, never to put the Ship in stays, or to wear in such position as to embarrass any Ship that has complied with the Signal and is come to the same tack the Admiral is upon.

And you are further enjoined to adhere invariably to the following rule that the Ship which has complied with the Signal is to be considered as in her Station, and the Ship continuing upon the contrary tack is at all times to give place where it is necessary for one or the other to bear up. And in case of any accident from a breach of this regulation, you are desired to put the Officer in arrest immediately.

You are likewise desired to oblige your Officers to pay the utmost attention to Signals during the night, and to take care not to fall to leeward or astern, so as to render the seeing or hearing of Signals the least doubtful.

The Log Book being the only record of the Ship, the Master is hereby required to be particularly attentive to whatever is inserted therein, and not to admit of any misrepresentation or omission of facts, as he will be responsible for the correctness thereof. And the better to ascertain facts the Lieutenant of the Watch is always to sign the Log Book, at the hour of being relieved, and to be responsible for any omission or misrepresentation during his guard, and the Officer relieving the deck is to be particularly attentive in case of accident befalling the Ship that it has had a proper entry upon the Log Book by his predecessor, as he will be responsible in such case for the imposition,

unless he makes a record of it in his own Watch.

It is recommended to the Officers of His Majesty's Ships of the Squadron to be attentive to the proportion of speed their Ships have with regard to the Flag Ship, as the Signal in the eighteenth Article, page twenty fourth, of the General printed Sailing and Fighting Instructions [1] is calculated to keep the Ships as near as may be under the same proportion of speed.

And as the Squadron should be seen as little as possible during the night, every Captain is enjoined to take effectual care, that the cabin and wardroom window blinds are constantly kept shut, and that no lights are seen from the Ship nor bells rung, unless when signals make it necessary, and the Boatswain's pipe used as little as possible.

That the Fleet may not be discovered at a distance I shall when cruising wear only the stern lights, unless when bad weather, the being in chase, or falling in with strange ships makes it necessary to shew the top light, and the Flag Ships of the other Divisions are to follow the same method.

Given on board His Majesty's Ship London at Sandy Hook, 10th October, 1781.

THOS. GRAVES.

By command of the Admiral.

Geo. Graves.

To Captain Elphinstone of
His Majesty's Ship Warwick.

[1] *Vide* Corbett, *Fighting Instructions*, pp. 198 and 191.

REAR-ADMIRAL DIGBY TO ELPHINSTONE

New York. 5th August, 1782.

I am of your opinion that the French Gentlemen[1] will not come here, and I have reason to believe intend going to Boston. A runner is sailed for Chas. Town and another is going to Halifax to-day, and I wish to send the Bellisarius or Amphitrite to Boston Bay. I now wish I had sent one of them when they went out, but I wanted to be at a little more certainty.

I mean to come and look at you but am quite satisfied (as you are better acquainted with the bar[2] than I can be or can make myself in a short time) that you will place everything better than I could direct according to the General Plan, and in case of that failing I shall prepare vessels to sink between the east and west banks. Though I believe General Washington has but a small army and the news from England,[3] though enough to elate them, not likely to raise an army. The printed letter I send will inform you the state of affairs, which makes long faces here.

I thought I had desired you to take the black gunboat with you. I believe I shall send her down, and one of Arnold's, as I think it will be the means of keeping Mr. Hyler a little in awe. But pray take care of them.

I am, [&c.]

ROBT. DIGBY.

[1] The combined French and Spanish fleet under de Vaudreuil. It went to Boston.

[2] Sandy Hook Bar.

[3] Possibly the death of Rockingham on 1st July and the subsequent change of Ministry, but it seems doubtful if that news can have reached him so soon and more probably he refers to the previous political change that had just caused Rodney's recall.

BARON DE VIOMÉNIL[1] TO ELPHINSTONE

Monsieur,—Monsieur le Comte de la Touche,[2] Commandant de la Frégate L'Aigle, que le sort vient de mettre entre les mains de votre Excellence est à tel point mon ami et intéresse d'ailleurs si particulierement Monsieur Le Duc de Lauzun, Monsieur Le Marquis de Laval Montmorenci et tous les officiers français qu'il a raménés en Amérique que je me suis flatté que votre Excellence ne désaprouverait pas que je lui envoyais un parlementaire pour la suplier de vouloir bien me faire sçavoir si cet officier est en bonne santé—dans ce dernier cas nous n'aurons plus aucune inquietude sachant tous depuis longtems qu'il n'est point de nation qui honore plus que celle de votre Excellence la mérite et la distinction d'un officier malheureux. Tous les procédes qu'eprouvera Monsieur de La Touche dans sa situation actuelle nous les regarderons tous comme nous etant personnels et je suplie votre Excellence d'etre bien assuré que nous en conserverons à jamais la plus vive reconnoissance : nous prenons aussi infiniment d'interet au sort de Monsieur Du Guisnes, il nous est cher à tous les titres et votre Excellence me fera aussi le plus grand plaisir si elle veut bien m'en donner des nouvelles.

Monsieur de la Touche avoit également à son bord un jeune frere que nous voudrions bien sçavoir conservé, ainsi que les autres officiers qui etoient à ses ordres et qui méritent tous par leur honneteté et leur zéle pour le service du Roi que

[1] Second in command in the French Army under Rochambeau.

[2] Captured with his ship on 14 Sept. by a small squadron under Elphinstone. Better known subsequently as the Admiral la Touche-Tréville who aroused Nelson's wrath during the blockade of Toulon in 1804.

votre Excellence veuille bien les honorer de ses soins si elle ne trouvoit point d'inconvénient à rendre aux officiers passagers sur cette Frégate tous les domestiques qui leur appartenoit, elle leur rendroit un service qu'ils ne pourroient jamais oublier.

Je suplie encore votre Excellence de recevoir avec bonté l'hommage et les assurances de la haute consideration avec laquelle j'ai l'honneur d'etre,

Monsieur
de votre Excellence
Votre trés humble et trés obeissant serviteur
LE B^{ON} DE VIOMÉNIL
Ma'al de camp.[1]

Douvres [2]
15 7bre 1782

Je suplie votre Excellence de trouver bon que je joigne ici un petit mot pour Monsieur de la Touche qu'elle voudra bien lui remettre ou lui faire parvenir partout où elle l'auroit envoyé.

CAPTAIN DE LA TOUCHE-TRÉVILLE TO ELPHINSTONE.

A bord du Lyon le 28 8bre 1782.

Monsieur—Je n'ai reçu qu'aujourdhui la lettre dont vous m'avez honoré le 12 de ce mois à Jamaica. J'ignore absolument par quelle fatalité elle a été aussi longtem à me parvenir, cela est pour moi tout aussi inconcevable que tout ce qui m'arrive et le traitement rigoreux que j'eprouve sans certainement l'avoir merité. Il me semble qu'il serait plus genereux et plus noble de me

[1] Maréchal de camp = Brigadier-General.
[2] Dover (N.H.) not far from Boston.

donner la raison de l'étroite prison dans la quelle on me tien sans qu'il me soit permis de voir ni de parler à personne que de me tenir resséré à l'instar de l'inquisition espagnolle sans que j'en puisse connaitre le motif. Si j'avais reçu plutot monsieur la lettre dont vous m'avez honoré, je n'avais pas manqué de vous temoigner combien je suis sensible et reconnaissant aux offres obligeantes que vous avez daigné me faire. Je n'oublierai jamais vos procédés, ils sont gravés aussi profondement dans mon cœur que mon attachement et ma profonde estime pour votre personne. Le capitaine Fook [1] a fait naitre le meme sentiment dans mon ame par ses politesses et ses attentions pour moi me dit hier que vous alliez retourner à angletterre sur la fregate la carysfort. J'espere que lorsque la paix sera retablie entre nos deux nations je pourrai jouir du plaisir de vous revoir soit à londres ou à paris à vous y renouveller les asseurances de la haute estime et consideration avec lequel je suis,

Monsieur
Votre tres humble et tres
obeissant serviteur
LE C^TE DE LA TOUCHE.

A Al(r)esford le 9 X^bre 1782.

Monsieur,—J'ai reçu avec autant de plaisir que de reconnaissance les deux lettres que vous m'avez fait l'honneur de m'écrire en datte du 2 et du 4 X^bre. J'y aurais repondu immediatement mais j'ai desiré etre rendu au lieu qu'il a plu aux seigneurs de L'amirauté de me fixer pour ma résidence pour vous en instruire. J'y suis arrivé bien au soir apres avoir reçu toutes les assistances et les politesses possibles de Mr Russel

[1] Wm. Fooks of the Lion.

hardy et Scott, il est impossible de mettre plus de soins et d'empressements à remplir vos intentions. Permettez-moi monsieur de vous renouvellez ici tous mes remerciments et toutes mes recconnaissances de tous vos procédés pour moi, ils sont de nature à ne jamais etre oubliés, et si quelque chose peut diminuer la peine que j'ai eprouvé en perdant la fregate que le roy mon maitre m'avait confiée c'est d'avoir rencontré un ennemi aussi noble que plein de generosité—la guerre fait rarement des amis mais je puis prouver le contraire car je vous ai voué monsieur tous les sentiments qui caracterisent l'amitié et une amitié fondée sur la recconnaissance et l'estime.

J'ai lieu de me flatter que mon sejour ici ne sera pas long. J'espere que vous voudrez bien y contribuer en sollicitant mon passeport pour france, ou il est bien essentiel pour moi d'etre rendu. Je reclame les droits du cartel, et je ne pense pas que les Seigneurs de l'Amirauté soyent aussi injuste et aussi rigoureux à mon égard que a été l'amiral Digby qui pour satisfaire une vengeance dont je n'irais pas bien loin chercher le motif, a allegué celui de les represailles pour des americains loyalistes avec les quels je ne suis pas fait pour etre comparé. Quoi qu'il en soit monsieur, je ne suis plus ici sous l'autorité de l'amiral Digby, je suis sous celle du roy d'angletterre, ou des seigneurs de l'amirauté, donc je reclame la justice dans ce moment en leur demandant la meme faveur que celle accordée aux autres capitaines de vaisseau de france que le sort des armes a conduit en angletterre—je compte assez sur votre amitié monsieur pour esperer que vous voudrez bien etre mon avocat et mon interprete aupres d'eux.

Je n'ai peine encore eu l'honneur de voir monsieur le colonel Sheriff je lui ai fait passer ce matin la lettre que vous avez eu la bonté de me faire passer pour lui.

Recevez tous mes remerciments des nouvelles offres de service que vous voulez bien me faire—j'en userai avec autant de confience que de discretion si les circonstances me forceaint à vous etre encore importun il est probable que je serai obligé de prendre la route de douvres et de calais—dans ce cas je serai bien empressé à mon passage a londres de vous renouveller les asseurances de mes vives et sinceres recconnaissances et de tous les sentiments d'egards et de haute consideration avec les quels j'ai l'honneur d'etre [etc.]

Cte De La touche.

Madame de la touche sensible à l'honneur de votre souvenir et qui partege bien mes recconnaissances me charge de vous faire agreer ses tres humbles compliments.

Alresford, le 21 X^bre^ 1782.

Mon cher Capitaine,—J'ai reçu avec autant de recconnaissance que de plaisir les deux lettres que vous m'avez fait d'amitie le 17 et le 18. C'est toujours de nouveaux remerciments que j'ai à vous faire quand je vous écris—les procedés de l'amiral Digby me font éprouver tous ceux dont votre belle ame est susceptible—je vous assure mon cher capitaine que le plaisir que j'ai eu de passer avec vous n'est pas trop payé par la petite retraite que l'on me fait faire à Alresford. J'éprouve du Colonel Sheriff toutes les honnétetés imaginables c'est un homme semblable à vous et bien fait pour etre votre ami, il m'avait flatté que nous pouvions avoir le plaisir de vous voir

chez lui pendant ces fétes—j'ai été bien touché du temoignage d'interet et de souvenir que m'a donné mylord Rawdon—je lui en fais tous mes remerciments par ce courier. Je n'ai encore rien recu des Seigneurs de l'Amirauté—je crains que cela ne vienne pas avant le jour de l'an, j'aurais bien souhaitté me trouver à la cour de france a cette époque.

Vous avez bien voulu m'offrir vos services mon cher capitaine—je les accepte avec confience en vous demandans mille pardons de l'embarras que je vais vous causer—je vous prierai de me faire trouver par vous ou quelqun de vos amis une voiture de rencontre à deux places qui puisse etre assez commode pour voyager et en meme tems servir à rouler à paris—qu'elle soit jolie sans etre brillante. J'imagine qu'a londres comme à paris on trouve des hasards heureux—je prefferre les voitures anglaises à celles de france—celles qu'on fait à paris sur vos modeles sont tres cheres et beaucoup trop lourdes—je ne voudra pas y mettre plus de 40 guinées—je la prendrai à mon passage à londres à moins que vous n'eussiez une occasion de me la faire passer a alresford—pardon encore une fois de la peine que je vais vous occasionner mais je connais votre obligeance et votre amitié pour moi.

Recevez mon cher capitaine les asseurrances du tendre et inviolable attachement que je vous ai voué pour la vie et avec lequel j'ai [etc.]

Cte DE LA TOUCHE.

II. OPERATIONS ON THE COAST OF EAST FLORIDA—JULY AND AUGUST 1778.

INTRODUCTORY NOTE

THE operations which form the subject of this correspondence were of such minor importance that they are (so far as I can discover) not described by any historian, but for all that they are not entirely without interest for the student of naval affairs. On a small scale they illustrate the influence of sea power, and are a pleasant example of harmonious co-operation between the Army and Navy.

The Province of East Florida had been ceded by Spain to Great Britain under the Treaty of 1763, but the number of British inhabitants in 1778 was very small; most of these, however, were loyal to this country, and a number of loyalists from Georgia and the Carolinas had taken refuge there. To appreciate the nature of the defence which Brigadier-General Augustin Prevost and Captain Elphinstone had to provide, the physical conditions of the Province must be borne in mind. East Florida is a low peninsula, at that time little cultivated, with numerous marshes and lakes inland, and many low islands along the coast which form a series of almost continuous creeks or lagoons, known as the 'inland navigation.' St. Augustine, the capital, then the only town of any importance, lies on the shore of one of these lagoons, facing east. Some dozen or so miles to the west runs the St. John River, which, after flowing north for about 300 miles through the Province, almost parallel to the east coast, suddenly turns east and flows into the sea about forty miles north of St. Augustine. About twenty miles north of this again

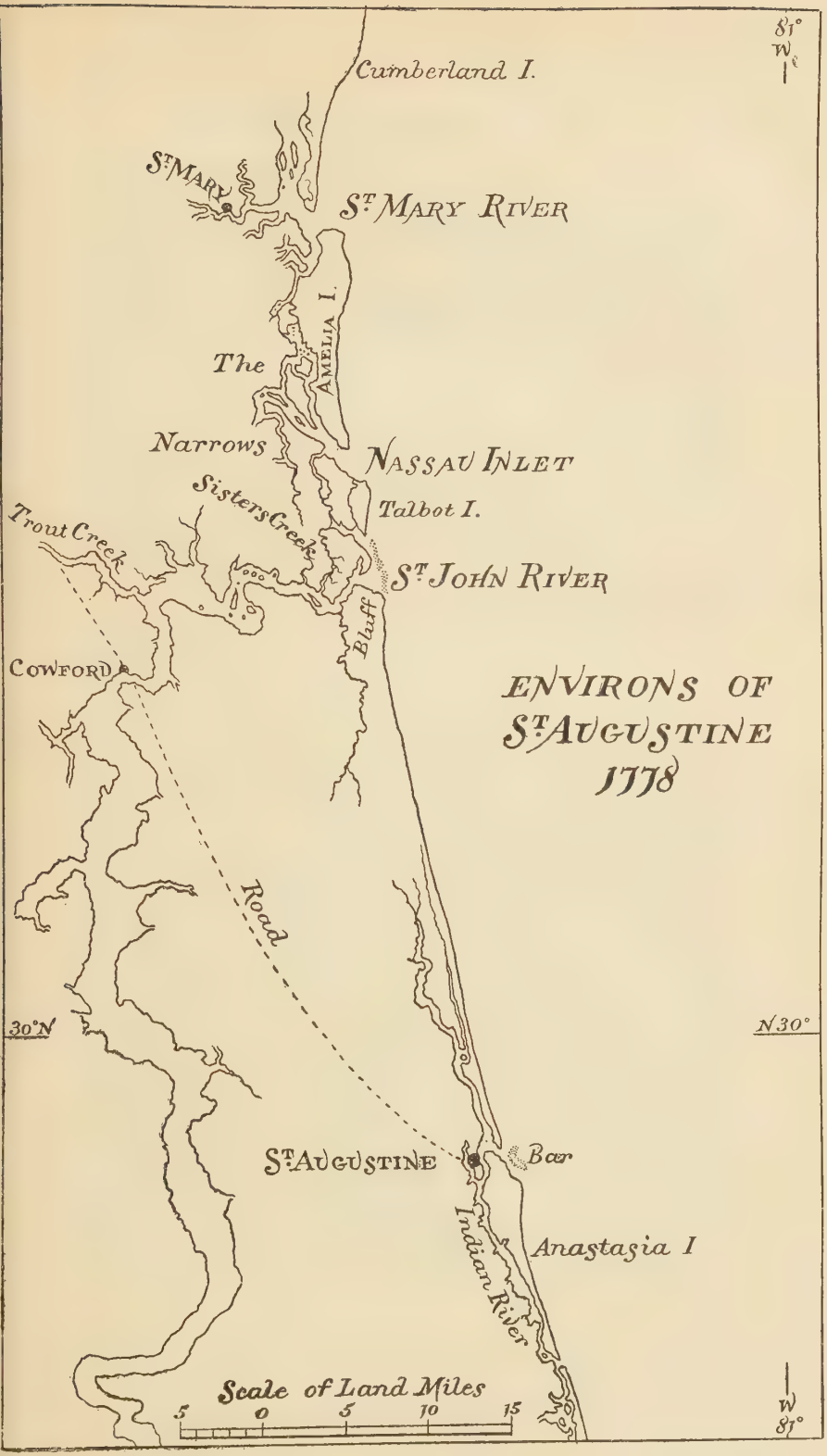
the St. Mary River, which forms the boundary between Florida and Georgia, flows into the sea.

Georgia and South Carolina had jointly collected an army of about 3000 Continental[1] Troops and Militia, which was established on the St. Mary River, whence it hoped to get possession of the St. John River and cut off St. Augustine. The British Army had its headquarters at Cowford (which was apparently on the site of the present town of Jacksonville) where the only road from St. Augustine to Georgia crossed the river. This road seems to have been poor at its best and to have been destroyed by the British from Cowford northward. The enemy were unable to make progress by land, and the presence of Elphinstone's force prevented them from acting by sea; finally they lost heart and dispersed. This enabled the British forces to return the compliment a few months later and capture Georgia.

It will be observed that the naval operation—like most things in that war—was somewhat haphazard: it does not arise from any deep strategy, but from the need of sending food to the army. On the 8th June Elphinstone sailed down the Delaware; on the 6th July, when still 38 leagues distant from St. Augustine, the Otter and the victualler parted company and went on ahead; on the 8th the Perseus was 6 miles from St. Augustine lighthouse. Here she anchored and signalled for a pilot, and proceeded on the 11th to St. John's road. There is no trace of any correspondence with the authorities of East Florida before that date.

The accompanying sketch-map gives the places in East Florida near to St. Augustine that are mentioned in the documents, but I have not been able to find any map giving the position of the 'Narrows' or the 'Bluff' or Fort Tonyn. There can be little doubt that the 'Narrows' is the general name given to the complicated series of creeks that joined the mouths of the St. John and St. Mary Rivers behind Talbot and Amelia Islands; but the position of the Bluff (which is apparently the same as 'Hesters

[1] The 'Continental Army' was the regular army of Congress, of which Washington was Commander-in-Chief.


81° W
Cumberland I.
St Mary
St Mary River
Amelia I.
The
Narrows
Nassau Inlet
Sisters Creek
Talbot I.
Trout Creek
St John River
Bluff
Cowford
ENVIRONS OF
St AUGUSTINE
1778
Road
30°N
N30°
St Augustine
Bar
Indian River
Anastasia I
Scale of Land Miles
5 0 5 10 15
W 81°

I. H

Bluff ') is not so clear ; it was presumably one of the low sandhills at the mouth of the St. John River, probably in the south side near (or part of) the ' General's Mount ' shown on some early maps. Fort Tonyn was on St. Mary River, but just where I cannot say. It evidently is this fort to which McCrady refers in the first sentence quoted below. It had been evacuated and demolished when Prevost's forces fell back to the St. John River before the arrival of Elphinstone, and from this it may be concluded that it was on the line of road which led north from Cowford across the St. Mary River on the way to Savannah. St. Mary was a very small township, and probably had at that time no road leading to it.

There is a brief account of the effects of the operation from the American side in McCrady's *History of South Carolina in the Revolution*, 1775–1780. He says :

> After the disastrous expedition of General Lee against Florida, in 1776, the British had erected a fort at St. Mary's River from which they frequently raided the southern parts of Georgia. To put an end to this General Howe unfortunately resumed the invasion in 1778, and conducted it with no better success than had Lee. The troops which he took with him on the expedition were six hundred South Carolina continentals under Colonel Charles Cotesworth Pinckney, five hundred Georgia continentals under Colonel Samuel Elbert of Georgia, and a considerable body of militia drawn from both States. That from Georgia was commanded by Governor Houston in person. The South Carolina militia were under Colonels Andrew Williamson and Stephen Bull. The route of the expedition lay through a country so barren that not a berry was to be found, nor a bud to be seen. No opposition of consequence from the enemy was met until the expedition reached Fort Tonyn. Indeed, it is not improbable that General Prevost, who commanded in Florida, was content to allow the season and climate to fight for him. And, as it was in Lee's invasion, the English could have had no better ally. A malarial region, intense heat, bad water, insufficient shelter, and salt meat so impaired the health of Howe's troops that the hospital returns showed one-half the men upon the sick list. Through lack of forage horses perished, and those which remained were so enfeebled that they were incapable of transporting the artillery and wagons. The soldiers were dispirited and distracted. The command was rent by factions, and Howe proved incompetent to deal with its discordant element. The same question which Gadsden had raised with Howe in Charlestown was now made in the midst of the expedition by Governor Houston and Colonel Williamson.

Governor Houston refused to receive orders from Howe, and Williamson would not yield obedience to a continental officer. The only troops upon which Howe could rely were the continental detachments under Colonels Pinckney and Elbert. A council of war was called, and it ordered a retreat, but not before the little army had sustained a loss of upward of five hundred men and more than half the six hundred South Carolina regular troops were in their graves or in the hospitals.

His information is of value, but he seems to overlook entirely the part played by the naval forces, and I do not think that his assumption that the Americans were the only ones that suffered from the climatic conditions is reasonable. The Howe mentioned is, of course, General Robert Howe of the U.S. Continental Army.

HOWE TO ELPHINSTONE

By the Viscount Howe, Vice Admiral of the White and Commander in Chief of His Majesty's Ships and Vessels employed and to be employed &c. in North America.

A SUPPLY of provisions being immediately wanted for the use of the King's Troops in the Province of East Florida, and the present state of the magazines of the Army not admitting of the reduction necessary for that purpose; you are therefore, taking the Captain of the Otter Sloop under your command, to proceed to sea with the said sloop and the naval victualling transport which accompanied you hither from New York, and use your best endeavour to conduct the said transport in safety to St. Augustine. Upon your arrival there, you are to direct the Master of the transport to deliver the provisions in his charge to the assistant Commissary of the Army at that port, and to take his receipts for the same. And you are further to direct the said Master, as soon as the vessel is cleared of her cargo to proceed to Deptford (if not otherwise appointed by the Agent Victualler at New York) and acquaint the Victualling Board with his arrival there, that he may receive their instructions for his future conduct; unless he should prefer being discharged abroad with the stipulated allowance of one month's freight; in which last case you are to give him a certificate specifying the time of such discharge accordingly.

It being intended that a piece of heavy artillery should be sent to St. Augustine for the use of the

garrison, or to be mounted in one of the armed vessels fitted for commanding the inland navigation of the Province; you are to cause the same to be received on board the Perseus, and disposed of as Governor Tonyn shall desire.

You are moreover, to take into your charge the public dispatches which you will receive herewith, together with such money as the Paymaster of the Army may have occasion to send to Saint Augustine for the payment of the troops; and having upon your arrival delivered the same as they are respectively intended you are to consult with the Governor respecting the manner in which the Ship you command (and any others which shall be ordered for the same service) may be employed with greatest advantage for the defence and security of the Province, and to pursue such measures in consequence as shall appear to be most effectual for that purpose. Being to continue upon this service with the Perseus and such other ships as may be appointed to act in conjunction with you as long as your provisions will admit, with a sufficiency in reserve for joining me at New York for further orders; or until the arrival of an intended reinforcement to the garrison of Saint Augustine: and you are then to join me without delay, as aforesaid.

In case you should meet the Ariel, stationed off Ocracoke Inlet, on your passage to the southward, you are to order Captain Phipps to join me without loss of time in this river.

Given on board His Majesty's Ship Eagle in the River Delaware, the 3rd day of June, 1778.

HOWE.

By command of the Vice Admiral

Josh. Davies.

ELPHINSTONE TO GENERAL PREVOST

Perseus off St. John River, East Florida.
11th July, 1778.

Sir,—I have the honor to acquaint you that Lord Howe, the Commander in Chief of His Majesty's Ships in North America, has been pleased to order some of the King's Ships to be employed on this coast under my directions; and I am instructed to consult and act in concert with His Majesty's Governors and chief officers commanding the Troops. So far as depends on me, Sir, I beg leave to assure you that it will give me the highest satisfaction to convince you that my duty and inclination perfectly coincide in promoting every exertion possible, and that I am, [&c.]

G. K. E.

General Prevost, Commander in Chief of
His Majesty's Forces in the Province of
East Florida, St. Augustine.

GENERAL PREVOST TO ELPHINSTONE

Cowford. 13th July, 1778.

Sir,—I had the honour to receive yours of the 11th instant on Saturday last. The arrival of any of His Majesty's Ships on this coast at the present juncture was to me matter of the greatest pleasure, as by that I flatter myself the Province is secured against any further insult from our Rebel invaders, or at least that they will not be able to do us any very essential mischief, and give me leave to assure you, Sir, that my pleasure was by no means diminished but much increased on finding that His Majesty's Ships employed on this coast were by His Excellency the Lord Howe, put under your

direction, as I well know the active zeal with which you are animated for His Majesty's Service, and have the highest opinion of your abilities to carry it on with propriety.

I shall with the highest good will and confidence co-operate with you in every possible measure for forwarding the Service—and most happy shall I reckon myself if by our mutual endeavours in conjunction with his Excellency the Governor we can render any essential service to our Sovereign. I wish much to deliberate with you on such measures as the present situation of affairs may point out to us, that we may forthwith endeavour to carry into execution such as may be deemed practicable or possible with the present force in this Province.

I have, [&c.]

A. Prevost.

ELPHINSTONE TO JOHN MOWBRAY

Perseus off St. John River. 16th July, 1778.

Sir,—Whereas His Excellency Governor Tonyn has been pleased to order the Vessels mentioned in the margin [Germaine, Dreadnought, Thunderer] employed for the defence of this Province to be put under my command, you will consequently observe all orders and obey all signals issuing from me.

You will be pleased to continue the Germaine and Thunderer off the Sisters Creek, and the Dreadnought towards the Bar, which latter[1] may be moved occasionally.

A scout boat must be sent once every two days

[1] *I.e.* the Dreadnought, not the bar, which lay at the entrance to the St. John River, though that also 'moved occasionally.'

to examine the passage towards Nassau, and sometimes Hannah Mills Narrows,[1] but on this service caution is necessary in the officer to avoid being surprised. A frequent communication with the post at the Bluff is to be strictly attended to, and any intelligence of moment to be transmitted to me.

Notwithstanding my having named the stations as above for the different vessels, you are to be guided by General Prevost, with respect to changing the same as circumstances may alter, and at all times concur with the General in using every endeavour to defeat the intentions of the Rebels.

You will assist the watering of the King's Ships, and prevent the vessels from making any delay in the river. It is expected the Officers will give punctual attendance to their duty, and you will cause them to make you a daily report, which you will transmit to me.

I am, [&c.]

G. K. E.

John Mowbray,[2] Esq., Commander of the Armed Ship the Germaine.

ELPHINSTONE TO LIEUT. JOHN WRIGHT

By the Honble. Geo. Keith Elphinstone, Captain of His Majesty's Ship the Perseus.

You are required to continue in His Majesty's Ship under your command off this Bar until the

[1] From the Sisters Creek it was possible to get by the 'inland navigation' into the Nassau estuary, thence by the Amelia Narrows to the St. Mary River. I cannot identify the exact position of the Hannah Mills Narrows, but it is probably the middle part of the narrow and tortuous creek leading into the Nassau Inlet, the lower part of which, leading from the St. John River, was called the Sisters Creek.

[2] Apparently a master in the merchant service.

return of the Perseus, using your endeavours to prevent any Rebel vessels from entering the river, as also to be attentive to Nassau Inlet; but in such event detach three careful officers and forty men for the defence of the Dreadnought and Thunderer galleys and repair on board the Germaine yourself for the direction of the whole.

Send a boat once in 24 hours to the Bluff to communicate with the officer posted there, and the officer so sent is to bring the report of the vessels from the commander of the Germaine; as the Carpenter of the Perseus is ordered to inspect the above-mentioned galleys, you will furnish him with such assistance as may be required. You are to employ the Fortune schooner in watering the Otter with all speed.

Given [&c.] off St. John River, East Florida the 16th July, 1778.

G. K. E.

GENERAL PREVOST TO ELPHINSTONE

Cowford. 16th July, 1778.

Sir,—I have just now received a letter from my brother, a copy of which I have the honor to enclose you. I scarce doubted but the Rebels would go back whenever they should be informed of the arrival of any of the King's Ships, as they would then despair of being able to force a passage for their naval force into this river, and the pains that had been taken to spoil the road by land added to its natural badness has rendered it very near impassable—unluckily we have it now in our front. I really do not think we can effect anything of consequence on their rear, either by sea or land, as no doubt they will have taken care to send off all

their incumbrances before them, but if you think you can do anything on your element, or on the islands, there are a hundred men now ready for you at the Bluff and Captain Wulff has orders to join you, or do anything that the service may require. Another Company has orders to occupy the Bluff, in case Wulff leaves it.

You will please observe what my brother says with regard to provisions &c. as I must request your assistance in these articles for we have no provisions to spare. I shall write you again to-morrow, if anything new occurs.

Dear Sir, [&c.]

A. PREVOST.

(*Enclosure*)—Extract from letter of Lieut.-Colonel Prevost, 16th July, 1778.

Four deserters just this moment came in, one of them a most intelligent fellow and a servant of Colonel Pinkney[1] are just arrived and bring an account that the Carolina and Georgia Continental Troops are already embarked, that their artillery is sent away and that their waggons &c. were on the other side the river—so many men per company were ordered to go by land and the orders were given out publicly, that owing to the difficulties of penetrating to St. Johns, the difficulty of bringing their galleys into the river, the expedition was put off to a more favourable period. My Scouts are all out after them, I shall send all the Light Horse to the River St. Mary, follow with the Light Infantry, and all the rest of the troops fit for hard service, and endeavour to do them all the damage possible. Our good countenance has

[1] Colonel C. C. Pinckney, in command of the S. Carolina continentals.

imposed upon them and cooled their courage. I am glad we have sent them away without help—since it is so long to come. I shall be glad to have your directions. Wulff might, if the expedition to Sunbury[1] does not take place, go by water to the entrance of the Narrows. We shall follow them with the Scouts to the Altamaha,[2] and perhaps be able to surprise some of their rear, and as provisions will be wanted to Saint Mary's be good enough to send us some together with orders and directions what's to be done there, or on Amelia or any other Island. The intentions of the commander in chief should be fulfilled now. We shall want ammunition with provisions, corn and necessaries —but some armed vessels should be sent; the galleys should be there now.

J. M. Prevost.

GOVERNOR TONYN TO ELPHINSTONE

Saint Augustine, 17 July, 1778.

Dear Sir,—I had the honour of your favour of the 16th instant enclosing copies of your orders for the provincial naval armament under your command, with the pilots' description of the harbours and intelligence.

Convinced of your readiness and abilities and experience in maritime affairs, I am happy in committing to your charge and conduct the naval force which has been diligently and hastily equipped by this Province for His Majesty's service, and I trust a vigorous exertion will be made of it, upon

[1] On the River Medway in Georgia, at that time a seaport of some importance. It was shortly afterwards captured by Prevost.

[2] About 60 miles north of the St. John River.

all favourable and practicable opportunities to the destruction of His Majesty's enemies.

Inquiries shall be made after the deserters from Atkinson's vessel, I shall endeavour to extract from them all particulars.

I have the honour to enclose a copy of a letter to Brigadier-General Prevost upon the result of our conversation on the expediency of active exertions for His Majesty's service, which I wish may have immediate effect.

I have the honour to be with great regard, and esteem, Dear Sir, [&c.]

PAT. TONYN.

The enclosed is just now come by a drunken soldier from Hesters Bluff.

(*Enclosure*)—Governor Tonyn to Brigadier-General Prevost.

17th July, 1778.

Sir,—By a vessel with refugees arrived last night from Charles Town, I am informed of a contagious fever raging in the Rebel Army ; that some vessels of force in that harbour intended to blockade Augustine Bar, while the galleys come into the harbour to bombard and cannonade the town.

By confirmed accounts we learn that the Towns of Savannah and Sunbury are in a weak and defenceless state, being almost evacuated by the enemy's troops, and drained by their expedition against this Province. I have had the honour of conferring with Captain Elphinstone concerning the measures the Rebels seem inclined to pursue, and the best method to frustrate them. He seems to agree with me in opinion that if you thought proper to send an experienced officer with two

hundred and fifty men, he could with the Perseus, Otter, and our provincial naval armament, render their designs against the Province abortive by cutting off the rebel galleys in St. Mary's or by penetrating to Savannah or Sunbury.

I leave this matter to your opinion and judgement not doubting that you will readily co-operate by every means in your power to their destruction, and I am confident Captain Elphinstone will use the utmost exertion in whatever is practicable.

The enclosed talk from the cowkeeper will inform you that the Seminoly Indians may be daily expected to join His Majesty's forces on the West side of St. Johns. They have been all provided with arms and very amply with ammunition, and may be employed to advantage. The Commissaries in the Creek Nation are making great efforts to send the Creeks to us in force and some of their towns have set out sometime ago to make incursions into the Rebel Provinces. I have, [&c.]

PAT. TONYN.

Saint Augustine. 18th July, 1778.

Dear Sir,—The enclosure No. 2 I received late last night. As the originals of my letters were closing a drunken soldier arrived from the Bluff with a letter for you. It was put under the cover and sent by the express to the Bluff as I imagined the Perseus would have been in St. John's Road this morning, the pilot was ordered to convey it to you. I apprehended it was from Lieutenant Wright. I now wish I had opened it that I might have sent its contents. I imagine they cannot be more material than the General's Letter, or perhaps that Wright may have made discoveries at Nassau.

I do not suspect the Rebels of such deep finesse,

but I should prefer being confident of their retreat, till convinced by measures to prove it, and suppose they may espouse measures offensive, under colour of retiring.

I am, [&c.]

PAT. TONYN.

(*Enclosure*)—Extract from letter from General Prevost to Governor Tonyn.

Cowford. 17th July, 1778.

Sir,—I have the honour to acquaint your Excellency that by the accounts of deserters come in last night there is reason to believe that the Rebels are by this time pretty well advanced on their way back again. On Sunday last an order was given in their camp, for the Regulars under General Howe [1] to embark their baggage on board of flats, and to prepare to return, as from the difficulties found in getting their naval force into St. John, and the badness of the roads, it was judged better to defer their expedition to a more favourable opportunity. General Howe's cannon were sent over St. Mary's on Tuesday morning, and his men followed in the afternoon. Governor Houston [2] and Williamson [3] with their Militia to the number as is said of fifteen hundred, but more likely not above seven or eight, are still on this side, and had not when their deserters came away sent off any thing. General Howe has destroyed his intrenchments, the Governor's were still standing.

Lieut. Colonel Prevost has sent out all his Scouts, Volunteers, and Light Horse, to know the

[1] Major-General Robert Howe of the American Army.

[2] Of Georgia, in command of the militia of that State.

[3] Colonel Andrew Williamson, in command of the S. Carolina militia.

certainty of this report and to endeavour to effect something in their rear if they are really going off. I do not, at any rate, think that there is any object to induce me to suffer the troops to pass St. Mary's. The Carolinians will probably go home, and the Georgian Militia disperse, so that I imagine we had best think of as soon as possible fulfilling the views of the Commander in Chief in establishing proper posts where on mature deliberation they shall be judged necessary.

CAPTAIN A. SHAW TO LIEUTENANT WRIGHT

Bluff. 18th July, 1778.
5 o'clock p.m.

Sir,—I am to acquaint you that the General sent me here this afternoon in order to stop Captain Wulff with his detachment if he was not already sailed, or to send for him back if he was ; this I apprehended was in consequence of the General being informed that the troops were not to be embarked in the shipping and to proceed with them ; as by going different routes, accidents of wind and weather might prevent their being able to co-operate, and the troops perhaps be brought into danger if the Rebels should still be in force at St. Mary's, and the King's Ships not near to assist them. There are doubts also on the score of provisions, and if the Rebels are really gone, it is more than likely that they are already out of reach.

I have, [&c.]
ALEXR. SHAW,
Captain 60th Regt.

Captain Wright.

ELPHINSTONE TO GOVERNOR TONYN

Perseus off St. John River, East Florida.
19th July, 1778.

Sir,—The N.Et. wind prevented my getting here until this moment, when I was honored with a copy of your Excellency's letter to General Prevost ; I am seriously afraid we are too late for the present and offered force, 100 men by much too inferior to certain success, however, as I have not seen the General, your Excellency shall know what passes when we meet. On opening a packet addressed to Captain Fanshawe,[1] from Lord Howe, I found a letter for your Excellency which I send herewith. Much intelligence by the snow prize ; something of consequence must happen soon.

My Carpenter is not quite pleased with the Thunderer, but says the brig may be made very good in a few days, when I see him more exact information shall be transmitted ; every hand shall be employed in the mean time which the Perseus and Otter can spare. I have, [&c.]

G. K. E.

His Excellency Patrick Tonyn, Esq.,
Governor of East Florida, &c.,
St. Augustine.

ELPHINSTONE TO GENERAL PREVOST

Perseus off St. John River, East Florida.
19th July, 1778.

Sir,—I have the honor to acquaint you that my mortification was excessive at finding my prize

[1] Robert Fanshawe of the Carysfort.

sloop had for want of proper orders been permitted to leave Augustine without the provisions we expected; to remedy that neglect I instantly sailed to Saint Augustine, where I arrived at two o'clock the day after I had the honor of conferring with you, being the 16th, and that very evening despatched the Nancy pilot boat, and loaded Clark's schooner with your wants, but the wind setting in fresh at N.E. he could not proceed, and the day following according to the practice of the port the pilot boat returned, told me he had met bad weather and was obliged to throw part of the provisions overboard. In consequence of my advice Mr. Charnier has ordered the brig with the whole supply of provisions off this bar, where she now lies for your orders either to proceed into the river or return to Augustine, as you judge most requisite.

The instant the wind permitted I returned to this bar, where I am honored with your letter, as also a copy of one from His Excellency and from Colonel Prevost bearing date the 16th; with respect to the first, I join with you in apprehending we are too late for the attempt of either of the places with so small a force, as doubtless their Army (or banditti) will stop at these places for some time. It is generally dishonorable to fail in an attempt; however, if you are inclined or furnished with intelligence to encourage the former plans, I am most ready to dedicate my best endeavours with the force I have, of this you will be convinced when Colonel Prevost delivers the pilot's information, which I transmitted to Colonel Fuser; it respects the ports of Georgia. I must farther add that in my opinion it became proper to examine the Dreadnought and Thunderer galleys. My Carpenter who is a most capable man is on that

service, he reports they are not without their faults, but the Dreadnought may be soon fit for service; the Thunderer will require more time and none shall be lost.

A letter[1] from Captain Shaw, your Aid-de-camp, of the 18th I confess I am at a loss to understand, as I am confident it was never meant that the Troops should advance by the way of these creeks and narrows without my support, and according to my calculation it would require 30 tides to reach Sunbury by the inland navigation; this delay is owing to the tides dividing at every narrows, or at the middle of every creek. In short, I hope no officer under my orders hath taken upon him to give any opinion in my name, especially as it appears most essentially different from any conversation between us.

Last night on the passage here I spoke a French snow prize to a privateer, who mentioned his having met a tender belonging to the Roebuck, from whom he learnt that eleven Sail of the Line belonging to France had arrived in Virginia, that the said privateer had left York 10 days, five days 'ere he came away news of an affair between the Grenadiers, Light Infantry and Simcoe's Corps, with the whole Rebel Army was current, the Rebels were driven back three miles, a General killed and Lee mortally wounded; on our side Colonel Moniton killed and 90 men.[2] My informant did not seem to know much; Lord Howe with all the large ships was at Sandy Hook, a large fleet with troops from England expected. The French prisoners deny any war, and are only out two months.

[1] See p. 112.

[2] Apparently a distorted rumour of the Battle of Monmouth, 28th June, 1778.

Perhaps I may have the honor of being with you as soon as this, but at all events I am with true esteem, [&c.]

G. K. E.

His Excellency Brigadier General Prevost,
St. Johns.

GENERAL PREVOST TO ELPHINSTONE

Cowford. 19th July, 1778.

Sir,—In consequence of what I wrote you on the 16th inst. with regard to taking the detachment of troops from the Bluff, if you should judge such a step proper—I find that the gentlemen at the Bluff in your absence took upon them to proceed through the Narrows. I have sent orders to Captain Wulff to return, but as I am since informed that there is no certainty of the retreat of the Rebels, but rather the contrary, I am under some apprehensions for the safety of that detachment, especially since I have been informed that neither the Otter nor the armed brig had left St. John's on yesterday evening. I never wished that the ships and troops should go by different routes, as accidents of wind and weather might prevent their being able to co-operate.

As I hope this will find you in the river, I take it for granted that you will endeavour to get Wulff back again with all dispatch, if he is not already returned in consequence of the orders sent to him yesterday.

I have [&c.]

(*In Gen. Prevost's writing, unsigned.*)

CAPTAIN MOWBRAY TO ELPHINSTONE

Tompsons House on Amelia.
July 19th, 1778. 3 P.M.

Sir,—I arrived here at 1 P.M. Captain Wollfe's[1] spies returned at 3 with information that two of the galleys are lying at the south end of Cumberland, they must have discovered our advancing, as by the signs *at the house* they must have been here yesterday. Captain Wollfe has repeated orders, with two different expresses, to return. He judges it prudent to return to the North end of Tolbut[2] till further orders. It would be imprudent in me to advance anything but a lookout boat, which shall be sent. Should you hear any heavy artillery fired you'll please to order more shot and ammunition as also provision, as I will stand till forced or ordered to the contrary. I had a boat in readiness to send off Nassau Inlet should you appear off as I expected. Everything shall be done to forward the Service that is in my power. If I am to return, you'll please to send me your particular orders for so doing.

I am, [&c.]
Jn°. Mowbray.

GENERAL PREVOST TO ELPHINSTONE

St. John's Post.
20th July, 1778. 6 o'clock P.M.

Sir,—I received three of your letters this moment and I have heard Captain Wulff is on his return, therefore no harm done. To settle everything I propose to have the honour to meet you at the Bluff to-morrow morning. Mr. Moncrieff

[1] Wulff. [2] Talbot Island.

will accompany me. I don't believe nothing is to be done now. The provisions are in the river and the rascals have left our Provinces and retired behind the Satilla.[1]

Most of the troops are now here and want to go in town to provide themselves with cloth and necessaries, however they shall not move until I return.

As we are not numerous enough to undertake any offensive in the present circumstances when they are all armed in the neighbouring provinces, my opinion is that we better wait for a better opportunity.

I have [&c.]

A. Prevost.

LIEUTENANT WRIGHT TO ELPHINSTONE

Otter off St. John's.
Tuesday, July 21st, 1778.

Sir,—Agreeable to your orders I proceeded with his Majesty's sloop Otter under my command and looked into Nassau Inlet, where I supposed I saw our troops embarking off the south end of Amelia. I immediately sent the boat in after them, but before she could get near they were out of sight ; after which the officer in the boat plainly discovered fifteen men on foot and one on horseback armed, and fired once at the boat : then stretching away to the northward I saw two galleys ; one schooner, the other latteen rigged, at an anchor to the southward of the Bar. On the sight of us they both weighed and ran into St. Mary's. At 8 o'clock this morning I arrived here. I am [&c.]

John Wright.

[1] The next river of any size north of the St. Mary.

CAPTAIN MOWBRAY TO ELPHINSTONE

Germain. 21st July, 1778.

Sir,—In pursuance to Captain Wright's orders of the 19th instant directing me to proceed with the troops under the command of Captain Wollfe towards St. Mary's we arrived at Joseph Thomasses at south end of Amelia the 19th. Captain Wollfe sent off two spies to the north end of the island, who informed that two of the galleys were lying at the South end of Cumberland and that they saw sentinels on the Tiger Islands.[1] Captain Wollfe having received two expresses ordering him back which he communicated to me, I informed him that I was ordered to go on ; as Captain Wright said he would send the Dreadnought and Germain into St. Mary's, and that the intricacy of the inland navigation would make it very tedious for me to go through to co-operate with the brig and ship, should they get out and I return. We agreed to take post on the north end of Tallbut [2] Island till I had particular instructions how to act, and sent yesterday to the north end of Amelia one Clubb to reconnoitre. He returned at 3 in afternoon having seen three of the galleys, one at the point of Cumberland, another halfway between the two Islands and the third abreast of the watering place. Captain Wright sent his boat. As they did not know the bar they could not get in through the breakers. My having received your favour of the 20th instant, I returned instantly with the troops. Last night two of Mr. Dames's best men, and old standers with me, departed to

[1] On south side of entrance to St. Mary River behind the north end of Amelia Island.

[2] Talbot Island.

St. Augustine; Richd Tayne, Boatswain of the Dreadnought, Thomas Smith and Wm. Bolton belonging to the Germain, if it's agreeable to you, I'll send Mr. Dames to town after the deserters, having no certainty of any person in Augustine taking the least trouble in looking for them. Inclosed is a list of their names.

I am, [&c.]

Jn°. Mowbray.

GENERAL PREVOST TO ELPHINSTONE

Jericho. 22nd July, 1778.

Dear Sir,—Captain Wulff having notified to me that you are in hopes anything may be attempted against the rebels wherein assistance of troops may be of use, I have deferred to order him to the garrison, and he shall remain with his party at the Hesters Bluff ready to follow any instructions he may receive from you. I know he is an officer upon whom you can depend and that he will be happy in doing anything which may be conducive to the honour of his Majesty's arms.

I have [&c.]

A. Prevost.

CAPTAIN WULFF TO ELPHINSTONE

Hester's Bluff.
July 23rd, 1778. One o'clock.

Sir,—I am just returned from Cowford, where I saw General Prevost last night, who charged me with the enclosed for you, and ordered to remain here with the party under my command (consisting of 100 R. & F.) for your orders, in case you should

want some more troops, as the party before appointed of Captain Bruyere. I shall be very happy, if opportunity offers, to go upon any service under your command, and you may be assured that I shall do all in my power to perform that service in such a manner that I may meet with your approbation, being with greatest esteem, [&c.]

Wᵐ. Wulff,
Captn.

GOVERNOR TONYN TO ELPHINSTONE

Saint Augustine. 25th July, 1778.

Sir,—As it was discernible no attempt would be timely made of a diversion in Georgia, with design to compel the Rebels to divide their forces, your favours of the 19th and 23rd instant [1] were no surprises to me. When the Rebels came forward to this province they left on Cumberland Island three hundred men sick of a bad, infectious fever, they may have views of fortifying that Island and renewing the old fort on the south end of it, which commands the harbour; it appears probable as the galleys are stationed in proximity to the fort. I think it would be an important object to the rebels to seize this advantageous post, and perhaps it is their intention. This once effected they would be enabled to make the province in a very uneasy situation.

It would therefore be of equal consequence to us to prevent such operation, and could it be discoverable, to immediately dislodge them before they had strengthened the island. Saint Mary's Harbour would be rendered useless to us without we were masters of that island. I have for these

[1] There is no copy of this letter.

reasons wrote to Captain Moncrieff [1] and begged of him to take measures accordingly, and I intreat you will second the report if any be made, that our views to fix St. Mary's Harbour for the accommodation of the King's Ships may not be frustrated, and of holding the Rebels at a greater distance from this province.

The arrival of the French Squadron in the Chesapeake leaves little room to doubt of an immediate declaration of war on the part of Great Britain, which is likewise signified to me by the proper channel, to make the necessary preparations for such event, and to encourage the fitting out privateers for that purpose. Our port of Saint Mary's is, therefore, more necessary to be secured from attempts which may be made by French ships. We hear Lord Viscount Howe had collected all his force at Sandy Hook consisting of 7 Sixty-fours, 5 Fiftys, and 4 Forty-fours. If this be true I am in certain hopes that the French Squadron are by this time totally defeated and will never get out of the Chesapeake.

The Brigadier General mentioned that he had ordered Captain Wulff to co-operate with you with a hundred and forty men, and left them purposely at Hesters Bluff.

If you require further assistance the Rangers are posted at Trout Creek and may easily march to the Township on St. Mary's, or pass the Narrows to Amelia Island. I have some thoughts of paying you a visit, I could come to Hesters Bluff, and could wish to have boats to pass by water the Narrows in case your operations extended so far. The Carpenters here warrant the Thunderer to be sufficient to support the guns, she was tried with them before she went from hence, and bore the

[1] James Moncreiff of the Engineers.

weight of metal admirably. Your Carpenter on a trial I hope will find her fit for the purpose.

The Commissary has received my directions respecting the Ballahoo prisoners; The Rebels are indebted to this province nigh a hundred prisoners; the names of your men are inserted as a demand and opposed to others upon the Cartel List. The cartel vessel shall be dispatched as soon as she can be ready. If you desire it she will call on the Perseus for the four men borne on the books.

Some difference of opinion has taken rise with Captains Wright and Mowbray, I shall be much obliged to you to settle any clashing, that no detriment may happen to His Majesty's Service from mistaken punctilios in the Officers.

I have [&c.]
PAT. TONYN.

GENERAL PREVOST TO ELPHINSTONE

St. Augustine. 9th August, 1778.

Sir,—Last evening I received the honor of your letter and am sorry you have met with such bad weather.

The inclosed is from Doctor Catherwood whom I hope informs you that he is ready to receive your scorbutic sailors, although he complained a great deal that he gets nothing by it.

If he had not accepted, we have a pretty good regimental hospital for the season and a good surgeon who should have attended them.

Hope soon the pleasure to see you, as I am told you are not well, we shall give you our cares, no body more welcome.

I have [&c.]
A. PREVOST.

DR. CATHERWOOD TO ELPHINSTONE

St. Augustine. 9th August, 1778.

Sir,—I received your's late last night, and as I have His Majesty's Service much at heart, am ready to receive any men you may send away, though we are but indifferently prepared for scorbutic patients; no fresh provisions, and at this time of the year a scarcity of vegetables, but the best that can be done, shall be done.

Pray is it consistent with the rules of your Service, to give duplicates of the seamen's Sick Tickets, if so I would be glad to have them, as they are my only vouchers, and if our set should be taken by those rascally Rebels, I have nothing to produce as my voucher for the expense. I am extremely sorry for your indisposition, but hope you will be able to come on shore, and regale on a piece of salt pork, which after a six weeks cruize I suppose will be very acceptable. If you abound in onions a few will be very thankfully accepted by, Dear Sir, [&c.]

ROBT. CATHERWOOD.

ELPHINSTONE TO LIEUT. WRIGHT

By the Honble. Geo. Keith Elphinstone, Captain of His Majesty's Ship Perseus.

WHEREAS I have received information from His Excellency Governor Tonyn, that a small Rebel privateer had landed a part of her crew at Smyrna about 70 miles south of this bar, and had taken from thence many negroes the property of the planters there; you are in consequence to pro-

ceed in His Majesty's Sloop under your command off that inlet [1] for the purpose of destroying or driving the said vessel off, but in case she should have already left that place you will be pleased to return here without loss of time.

Given [&c.] off St. Augustine Bar the 19th August 1778.

G. K. E.

ELPHINSTONE TO HOWE

Perseus off St. Augustine Bar, East Florida.
20th August, 1778.

My Lord,—Permit me to inform your Lordship that on the 8th of July I arrived here, and found the province invaded by the joint forces of South Carolina and Georgia in Continental Troops and militia, I believe they might amount to three thousand men, they gave out more. They had also five galleys, two flats, two schooners and a sloop advanced as far as Saint Mary's, where they had the General Hospital; and from thence their provisions was sent up St. Mary's river to Fort Tonyn where headquarters was established. I instantly sailed in company with the Otter to St. John's Bar, after having conversed with Brigadier General Prevost as to the nature of our defence, I proceeded to inspect the Naval force collected on the river, and having sent men and proper officers into them, the most advantageous situations for their acting were chosen; some swift moving boats to carry light guns were prepared. I then sent two canoes by the inland navigation to examine the enemy's

[1] Mosquito Inlet, the entrance to the creek on which Smyrna stood.

strength and situation, and to make some prisoners if possible ; the Otter was ordered to countenance those scouts by appearing off Nassau and St. Mary's bars. They returned with certain information that the Rebels from discord and sickness were glad of an excuse to retire, and in consequence of a council of war it was determined to desist from the prosecution of their plan until October by reason of a Naval force having appeared on the coast. They returned home much dismayed and in great confusion.

The victualling brig Medway was most acceptable to the Army, and her cargo disposed of according to your Lordship's directions, excepting a month's provisions which I took for each of the ships on account of our having had a long passage.

The post talked of when I had the honor of seeing your Lordship last, has been surveyed by Captain Moncrieff and myself and appears so advantageous that I forbear to say anything farther on that subject until a better opportunity ; the present is only a small un-armed coasting vessel, and I am sorry to add their destination is sometimes uncertain ; one thing I must say that those who possess it first will not be easily dislodged.

His Excellency Governor Tonyn has represented to me that great inconveniences had arisen and much expense been incurred by being obliged to purchase provisions for the crews of the Germaine, Dreadnought and Thunderer, their numbers amounting to one hundred men, and that sometimes they were absolutely destitute, and farther, when they were supplied by the General the private contractors demanded the same price the provisions would have sold for at Saint Augustine, as being without their contract. These

circumstances I have promised His Excellency to acquaint your Lordship with, that the Senior Captain on this Station may have your Lordship's orders thereupon.

We had a few days ago a most furious tempest of wind and rain which obliged every vessel off the bar to put to sea ; the Perseus lost the bumpkin, head rails, and the head became a little loose ; the Otter no damage ; the Genoa galley, a victualler, has not been heard of. The Betsey Sloop, a prize of the Perseus, is under the same circumstance ; this is a severe loss as she drew but five feet and a half water, and had been employed in watering the ships with much success.

I cannot have the honor of rendering your Lordship a State and Condition as I am detained on shore by a N.E. wind which renders the bar unpassable ; the Ships nine weeks provisions, and are near complete in water ; my damages are repaired ; the Otter has four men at the Hospital here, the Perseus one, this by permission of General Prevost who is most obliging on all occasions.

The moment I pass the bar, my intentions are to cruize in the Gulf, off this coast, with a view to meet the Jamaica fleet, and see them past Charles Town, as I have certain accounts of five privateers being out to waylay them, viz. The Moultrie 20 Guns, Notre-Dame 18, Polly brig, 18, Fair American 14 and Defence 20.

I have the honor to transmit an offer on the part of Mr. Moore to contract with Government for tar, turpentine, pitch and spars ; any quantity can be furnished from Saint John's, where vessels of 12 feet can go in, at Saint Mary's 15 with ease. Tar sells here at 20 shillings the barrel ; many have offered to contract with me ; this I declined

for want of authority, but am convinced the Fleet may be amply supplied at moderate rate.

I have [&c.]
G. K. E.

The Lord Viscount Howe, Vice Admiral of the White Commander in Chief, &c., &c., New York.

ELPHINSTONE TO GOVERNOR HOUSTON

Perseus off St. Augustine Bar.
24th August, 1778.

Sir,—I have the honor to acquaint you that sometime ago I applied to Governor Tonyn to negotiate an exchange of Prisoners particularly those belonging to His Majesty's Ship I command, who were taken in the Ballahoo. As the Cartel is not yet sailed, I take the liberty to inform you that I have on board six prisoners belonging to the Carolina Ships Comet, Polly and Betsey Letter of Marque which I am willing to exchange for the above, or any other men of like rank you may incline to have released to the northward; I farther request that if my men can be immediately sent here, the others shall be instantly set at liberty or, provided with a vessel to return in. I must also add that if it is expected such exchanges are to be placed to the general account, they ought to be carried on by means of the General or Senior Sea Officer, and I am apt to think their receipts only will be considered by the Commanders in chief for such men as are in the Public Service, and in these cases, it were well the business was managed by an Officer.

I have [&c.]
G. K. E.

Governor Houston, Savannah, Georgia.

ELPHINSTONE TO GOVERNOR LOWNDES[1]

Perseus off St. Augustine Bar.
24th August, 1778.

Sir,—The opportunity of a Cartel which Governor Tonyn is sending, gives me the honor of acquainting you that I have on board some prisoners late belonging to the Comet and Polly which I would have sent with pleasure, but am under the necessity of detaining them to exchange for some men belonging to His Majesty's Ship I command, who were taken in a scout-boat and carried into Sunbury, though I cannot doubt the Governor will readily enter into any humane agreement.

I am sorry to observe in your letter to Governor Tonyn that the idea of harsh treatment of prisoners should still exist. I am apt to believe it groundless, indeed if any severities were used towards Mr. Pickering it must be placed to his own ill-behaviour and affected valour after being taken. With respect to Bechop and Osbourne now in confinement, I can assure you they have no connection with the King's Service, nor are they to be looked on in any other light than Masters of vessels bearing letters of marque, consequently they may be exchanged for men of like rank and no other. Captain Pines being a State Officer must be exchanged through Lord Howe, or some Officer authorized to exchange by His Lordship, and indeed if it is expected that these who have been taken in arms are to be comprehended in the general account, I would recommend that mode in future, or in the absence of the King's Ships

[1] Rawlins Lowndes, President of the Provincial Congress of S. Carolina.

with the General, whose receipts will be held sufficient for any number of prisoners belonging to the public service. It were also to be wished that the cartels were directed to make their stay as short as possible, and that the business was instructed to an officer whose duty would be his sole motive. Mr. Forbes has my leave to go on his parole and Mr. Perinnoe is exchanged for Mr. McKenzie merchant of this place.

I have [&c.]

G. K. E.

Governor Lowndes, &c.,
Charlestown.

LT. WRIGHT TO ELPHINSTONE

Otter's Camp, near Cape Canaveral.
26th August, 1778.

Sir,—I am very sorry to inform you of the loss of His Majesty's sloop the Otter under my command, on the shoals of Canaveral.[1] Agreeable to your Orders of the 19th August, I weighed from the Bar of Augustine, and stood on the day following for the Musketoes,[2] looked into that place, but could see nothing, at that time, the wind and weather not looking so pleasing as I could have wished, thought it best to stand off to sea with the larboard tacks on board, the wind then being from the north-north-east, to the north-east; the day following stood close in for the Bar of the Musketoes, but saw nothing. The weather being now cloudy and rainy, with a heavy swell from the north-east, I then stood east-south-east, with all the sail I could set to get an offing. At ten A.M. (being the 24th) from all the sail we could spread,

[1] A cape on the coast about 105 miles south of St. Augustine.
[2] The Mosquito Inlet.

was obliged to bring her to under the balanced mizen ; during the remaining part of the day and all next night it blew a perfect hurricane, and about six o'clock next morning fell in among the shoals of Canaveral, and there being not the least probability of saving the ship, and shoaling our water every moment, thought it expedient, with the advice of the officers, to make directly for the beach, as the only and the last resource we had left for saving our lives. About seven o'clock of the morning of the 25th we struck a small distance from the beach, and the second thump she received went nearly in two ; however we every one of us got safely on shore, but not without some difficulty, having all of us remained on the wreck near three hours, and by far the greatest part of that time were truly under water from the repeated breaking of the surf upon the wreck. Our bread I am certain is all spoiled, but of the other species of provisions a little is expected to be saved, as also a part of the boatswain, gunner and carpenter's stores.

I have now Sir to request you will be pleased to let me know by the first opportunity whether you choose to have the people marched round to Saint Augustine by land, or to send some craft here for that purpose ; by the latter method such articles as may chance to be saved can be brought with them. If any vessel is sent, beg Sir you will be pleased to send us a few casks of flour for the use of the people.

A large Ship is this morning drove on shore four or five leagues to the southward of this place, and by some lemons which have come on shore here, we think she is a West Indiaman.

I am, [etc.]

JOHN WRIGHT.

ELPHINSTONE TO GOVERNOR TONYN

Perseus off St. Augustine Bar,
27th August, 1778.

Sir,—Permit me to acquaint your Excellency that by death and capture, the crews of His Majesty's Ships Perseus and Otter are considerably diminished. Also by the arrival of the late cartels from Charles Town, this place is full of seamen who are unemployed even to the annoyance of the inhabitants. In consequence of these circumstances I judge it proper to impress as far as twenty into His Majesty's Service, and do hereby crave Your Excellency's permission and the attendance of some peace officers.

I have [&c.]

G. K. E.

ELPHINSTONE TO LIEUT. WRIGHT

Perseus off St. Augustine Bar.
31st August, 1778.

Sir,—I have this moment received your letter of the 26th instant, recounting the unfortunate [loss] of the Otter and your present situation; believe me I feel it as my own, and beg you will recommend it to the people to bear their misfortune with becoming fortitude, and remember they cannot do too much for their King and Country.

With respect to the assistance you are to expect from this place, you are well aware of the inconveniences I have to combat. As to the Perseus she has suffered considerably, nor in your present case can any ship approach you with a degree of safety, as I am informed by Angelino, and Stafford, and the Pilots.

Regarding the stores and provisions, I must

leave you who are on the spot to judge for the best, to weigh what are worth the expence that will most necessarily arise in saving them. As to beef and pork, if any can be lodged at Captain Rosse's plantation, General Prevost will give receipts for them on account of a party of the Troops he is to send to the Musketter [1] River ; sails and cables that are good may be also sent there, or to Smyrna by the way of Rosses Lagoon, and for which purpose I have sent to Doctor Turnbull's, Moncrieff's and Bisset's plantation, requesting their boats and canoes for your assistance ; the fire arms the men can bring with them.

I have consulted those who are acquainted with that part of the coast, who are of opinion no vessel can be of any use from the outside, both on account of the danger of riding at anchor, and the risk of the surf on the beach ; they are farther of opinion that the only means of saving any stores &c. is by way of the lagoon before mentioned, or Indian River, in which there is at present a small vessel, and another to sail the first opportunity of wind from this place, if they can be useful secure their service, either by bargain or certificate. I would instantly have sent the quantity of flour required, but cannot procure a vessel that will undertake to deliver it ; therefore recommend you to take rice, or Indian corn from the different plantations for the support of your men ; also horses &c. for the conveyance of your sick and hurt to Musketters, where I will endeavour to have a vessel for your reception. Give the people proper receipts for what you are supplied with. I need not mention how proper it will be to restrain the men from every sort of violence to the inhabitants, or Indians.

[1] Mosquito.

I shall only add that when you shall have done all you can for Government, I shall expect you here with impatience.

I shall order immediate payment to such people as you give receipts for supplies, and I am, [etc.]

G. K. E.

Lieut. John Wright, commanding
His Majesty's Sloop the Otter,
Cape Canaveral.

III. THE CAPTURE OF CHARLESTON.

INTRODUCTORY NOTE

The repulse of the attack on Florida enabled the British to invade Georgia. Savannah was captured at the end of 1778, and by the end of February 1779 the whole of Georgia was in British hands. In May, Prevost attempted to take Charleston. He failed, and fell back to Savannah. At the beginning of September, d'Estaing, with the French fleet, arrived off that place, which he and Major-General Lincoln endeavoured to recapture by storm. On 9th October their final assault was beaten off. D'Estaing, unwilling to undertake a long siege, then returned to Europe, and Lincoln withdrew to Charleston. Sir Henry Clinton, the Commander-in-Chief of the British Army in North America, saw that this was a favourable opportunity for another attempt to capture Charleston, which had successfully defied Sir Peter Parker and himself in the summer of 1776. He had now a suitable base of operations provided in Savannah, and planned to attack Charleston in the rear while the fleet attacked it from seaward.

He sailed from New York on 26th December, 1779, with 9000 men, under the convoy of Admiral Arbuthnot. The weather turned very stormy ; one ordnance vessel of heavy artillery was lost, and nearly all the horses of the army died on the passage. When most of the scattered transports had gathered at Tybee Island, at the entrance of the Savannah River, Clinton decided to set out for Charleston, landing his troops on 11th February on Simond's Island, at the mouth of the North Edisto River, about thirty miles from their objective. He then seized

John Island, Stono Ferry, and James Island, and reached the right bank of the Ashley River near Fort Johnson, Elphinstone directing the naval brigade which occupied the numerous ' cuts ' or creeks, and assisting the army in its passage across them, but Clinton did not cross the Wappoo Cut in force and take up a position near the town until 7th March. The reasons for this delay appear to have been a determination to take no risks on his line of communication and a desire to await reinforcements coming from Savannah.

On 20th March Arbuthnot safely passed over the bar into Five Fathom Hole with his frigates, after lightening the three heaviest by taking out their provisions and guns ; the ships of the line had to be left outside. The American naval force under Commodore Whipple made no use of this opportunity to attack, but retired to the Cooper River, against the town, and sank five frigates and several merchant ships. By this precipitate action the American Commodore effectually blocked the channel on both sides of Shutes Folly, and kept open the American line of communication across the Cooper River, but he surrendered any control he might have had over the Ashley River.

The way was now clear for the army, which was safe from any serious attack by water, to pass over the Ashley River. On the 25th Colonel Patterson with the reinforcements reached the Stono and Clinton prepared to invest the town. This he did on the 29th by ascending the right bank some twelve miles, and then crossing in boats under the protection of the galleys The army thus occupied the neck of the peninsula behind Charleston, and advancing to within a mile and a half of the town, commenced the usual siege works. In this position the naval contingent assured its communications with its base on the opposite side of the river.

In order further to complete the investment it was necessary to get the frigates nearer to the town. The channel beyond Five Fathom Hole was commanded by the fort (Fort Moultrie called also Fort Sullivan) on Sullivan Island that had beaten off Parker four years before.

Arbuthnot determined to brush past this obstacle. This he did successfully on 8th April, losing only 27 men killed and wounded and the storeship Aeolus, which grounded under fire. He then anchored off James Island. The General and Admiral now summoned the town to surrender. Lincoln declined, and the siege began in earnest.

There was still a line of communication with the town kept open by an American force at Monk's Corner and Biggin Bridge on the Cooper River, about thirty miles to the northward. Operations skilfully conducted by Colonel Webster and Lieut.-Colonel Tarleton, who had been set free from their occupation of Fort Johnson by the arrival of Arbuthnot, disposed of this force, capturing practically all the horses, which were a very valuable acquisition. Part of the Army, which on the 18th received a further reinforcement of 3000 men from New York, then passed over the Cooper River and the investment of the town was complete.

The Admiral, having occupied Mount Pleasant, turned his attention to Fort Moultrie, from which the best of the troops had been withdrawn into the town. He had prepared to bombard it from the fleet in face, while a naval brigade under Captain Hudson assaulted it in flank when on 7th May it capitulated. The situation of Charleston was now hopeless, but Lincoln at first rejected the terms offered him, owing to the opposition of the citizens to some of the stipulations. The Army was close to the wall, and had drained the ditch in preparation for the final assault, when Lincoln, on the 11th May, begged for the terms previously rejected. Clinton and Arbuthnot, being unwilling to proceed to extremities, granted these terms, and the place was surrendered, the American forces marching out and laying down their arms on the 12th. This has been described by a United States military historian as 'the greatest disaster sustained by the American army during the war.'[1] The prisoners numbered 5618 in addition to nearly a thousand seamen,

[1] F. V. Greene: *The Revolutionary War of the United States.*

but included in the former number were many nominal militia who did not seem to have been of any use to the defence; about 400 guns were surrendered, and a large quantity of stores.

For a more complete relation of this operation the student may consult Lieut.-Colonel Tarleton's own account in his 'History of the Campaigns of 1780 and 1781 in the Southern Provinces of North America,' published in 1787, General Moultrie's 'Memoirs,'[1] and Ramsay's 'History.'[2] There is also a very good modern account in McCrady.[3]

The best account from a naval point of view is to be found in vol. 5 of Beatson's 'Naval and Military Memoirs of Great Britain,' but there is one paragraph in this which appears to be very inaccurate. He says, that after Arbuthnot passed Fort Moultrie on 8th April:

> In the station where the King's ships had come to an anchor, the enemy's engineers and artillery officers supposed that they were within the range of the heavy cannon from the town; and, by way of experiment, fired half a dozen of shot at the Roebuck, the headmost ship of the squadron, every one of which went through both her sides. This circumstance was most carefully concealed from the rebels, by the prudence and caution of her commander, Sir Andrew Hamond, who took no notice of it, either by signal or otherwise. As the ship made no return to their fire, and as they had observed that several of their shot had struck the water, they were deceived, and concluded that the whole of them had fallen short of the ships. They accordingly desisted from a cannonade which they deemed ineffectual, and never afterwards repeated the trial. If they had persevered the fleet must have fought their way out of the harbour, back to their former anchoring ground, which would have greatly protracted the operations of the siege.

When the ships came to an anchor off Fort Johnson they were a mile and a half distant from the town. This

[1] Wm. Moultrie: *Memoirs of the American Revolution, so far as it is related to the States of North and South Carolina and Georgia*, 2 vols. New York, 1802. He was second in command at Charleston under Lincoln.

[2] D. Ramsay: *The History of the Revolution of South Carolina. . . .* Trenton, 1785.

[3] E. McCrady: *The History of South Carolina in the Revolution, 1775–1780.'* (Macmillan, 1901.)

was about the extreme random range of the guns, and I cannot believe that any shot that reached the Roebuck can have gone clean through her. There is no mention of it in her log. It appears also from other logs that there was desultory firing at the ships on several subsequent days and that occasionally a shot reached them, but did no material damage. It is not clear to whom Hamond was to signal, seeing that he was in the Flag Ship. In all the circumstances it seems to me that the statement that the town forts could have driven the fleet back out of the harbour if they had persevered is arrant nonsense.

It is unfortunate that there is no correspondence between the 3rd and the 12th of May—at the crisis of the operations—but I append a copy of the Admiral's despatch which will, to some extent, supply this deficiency.

Roebuck, off Charles Town,
May the 14th, 1780.

Sir,—I have the satisfaction to acquaint you for the information of my Lords Commissioners of the Admiralty, that Charles Town with all its Dependencies, the shipping in the harbour, and the army under General Lincoln has surrendered to his Majesty's arms.

My last letter by a Dutch ship bound to Amsterdam, which sailed the 16th of February will have informed you of my departure from New York, and my arrival off Savannah, with a squadron of his Majesty's ships, escorting a considerable body of troops under the command of Sir Henry Clinton.

Most of the missing ships having arrived, no time was lost in prosecuting the intended expedition. I shifted my flag from the Europe to this ship, and the transports having repaired their damages sustained on the passage, I proceeded with the Fleet on the 10th of February to North Edisto the place of debarkation previously agreed upon. Our passage thither was favourable and speedy and although it required time to have the bar explored, and the Channel marked, the transports all entered the harbour the next day, and the Army took possession of John's Island without opposition.

The General having made a requisition for heavy cannon and a detachment of seamen from the fleet, the latter were put under the command of Captain Elphinstone and Captain Evans, and the guns forwarded to the army as soon as they could be collected from the line of battleships, which the bad weather had forced from their anchors.

Preparations were next made for passing the squadron over Charles Town bar, where at high water spring tide there is only nineteen feet water. The guns, provisions and water were taken out of the Renown, Roebuck and Romulus to lighten them, and we lay in that situation on the open coast, in the winter season of the year, exposed to the insults of the enemy, for sixteen days, before an opportunity offered of going into the harbour, which was effected without any accident on the 20th of March, notwithstanding the enemies galleys continually attempted to prevent our boats from sounding the channel.

I enclose a list of the Rebel Naval Force which at this time made an appearance of disputing the passage up the river, at the narrow pass between Sullivan's Island and the middle ground; having moved their ships and galleys in a position, to make a raking fire as we approached Fort Moultrie, but on the squadron arriving over the bar and anchoring on the inside they abandoned that idea, retired to the town and changed their plan of defence.

The Bricole, Notre Dame, Queen of France, Truite, and General Moultrie frigates with several merchant ships fitted with chevaux-de-frise on their decks were sunk in the channel between the town and Shute's Folly. A boom was extended across comprised of cables, chains and spars, secured by the ships masts and defended from the town by strong batteries of pimento logs in which were mounted upwards of forty pieces of heavy cannon.

Everything being in readiness for crossing the army over the Ashley River, the boats of the fleet with the flat boats and under the command of Captain Elphinstone and Captain Evans of the Raisonable, the whole army with the artillery and stores necessary for the siege, were landed under cover of the galleys on the townside with astonishing expedition.

As soon as the army began to erect their batteries against the town I took the first favourable opportunity to pass Sullivan's Island, upon which there is a strong fort [1] and batteries, the chief defence of the harbour. Accordingly I weighed at one o'clock on the 9th [2] ultimo with the Roebuck, Richmond, Romulus, Blonde, Virginia, Raleigh and Sandwich armed ship, the Renown bringing up the rear, and passing through a severe fire, anchored in about two hours under James Island, with the loss of twenty-seven seamen killed and wounded. The Richmond's foretop-mast was shot away and the ships in general sustained damage in their masts and rigging, however not materially in their hulls; but the Aeolus transport, having on board a few naval stores, grounded within gunshot of Sullivan's Island, and received so much damage that she was obliged to be abandoned and burnt.

Having stationed ships and armed vessels off the different inlets upon the coast and the town being now nearly invested, attempts were made to pass a naval force into the Cooper River

[1] *I.e.* Fort Moultrie. [2] Nautical time; really p.m., on the 8th.

by Hog Island (the main channel being rendered impracticable) and small vessels to carry heavy guns were fitted for that service; but on being found the enemy had also sunk vessels in that channel, and its entrance was defended by the works on Sullivan's Island and Mount Pleasant, it was resolved to dispossess them of the latter by the seamen of the fleet, and in the meantime to arm the small vessels that had been taken by Lord Cornwallis in the Wando River.

For this purpose a brigade of five hundred seamen and marines was formed from the squadron, and under the command of the Captains Hudson, Orde and Gambier, landed at daybreak on the 29th at Mount Pleasant; where receiving information that the Rebels were abandoning their Redoubt at Lempries Point (an advantageous post on Cooper River) they marched with a view of cutting off their rear, but on a near approach found that the garrison had escaped in vessels to Charles Town, but their sudden appearance prevented the Rebels from carrying off their cannon and stores, or from destroying their works. About the same time a Major and Captain and some other commissioned and non-commissioned officers with eighty privates were made prisoners by the guard boats of the fleet in retiring to the town.

Captain Hudson, being relieved in his post by Colonel Ferguson, returned to the fort at Mount Pleasant, which, being in the neighbourhood of Fort Sullivan,[1] brought us in deserters daily, from whom I learnt very favourable accounts of its garrison. I therefore formed a plan to attack it, which should not interfere with the important operations the Army were carrying on, and which now every day became more and more critical.

The attention of the Rebels I found had been chiefly directed to the south and east sides of the fort, which were most open to attack, but the west face and north-west bastion I discovered had been neglected. I therefore determined to attempt to carry the fort by storm under cover of the fire from the ships of the squadron. The Captains Hudson and Gambier and Captain Knowles, Agent for Transports, with two hundred seamen and marines embarked in the boats of the squadron in the night of the fourth instant, and passing by the fort unobserved landed before daylight and took possession of a redoubt on the east end of the Island; whilst other boats were preparing to carry over the same number of seamen and marines from Mount Pleasant under the command of Captain Orde. On the whole being ready and the ships only waiting for the tide to begin the attack the fort was summoned by Captain Hudson, when after a little consideration the garrison surrendered themselves prisoners of war. A copy of the capitulation and the return of prisoners and stores accompany this letter.

The reduction of the city followed four days after, for the

[1] *I.e.*, Fort Moultrie.

preparations to storm it in every part being in great forwardness and the ships ready to move to the assault the town was summoned on the 9th by his Excellency Sir H. Clinton to surrender. Terms were in consequence proposed, and the enclosed Capitulation signed by the General and myself, the tenth instant.[1]

I have commissioned the Rebel and French frigates in the King's service and have given the command of them to officers of long service and acknowledged merit.

The conduct of Sir Andrew Hamond of the Roebuck, who bears this despatch to you, deserves particular mention—whether in the great line of service or in the detail of duty, he has been ever ready, forward and animated. The Captains Hudson, Orde, Gambier, Elphinstone and Evans have distinguished themselves particularly on shore, and the officers and seamen who have served with them on this occasion, have observed the most perfect discipline.

Our whole loss in the ships and galleys and in the batteries on shore is twenty-three seamen killed and twenty-eight wounded : among the latter is Lieutenant Bowers of the Europe, but in a fair way of recovery.

The fleet has endeavoured most heartily and effectually to co-operate with the army in every possible instance, and the most perfect harmony has subsisted between us.

I just add that Rebel Privateering has recently received a severe check, the Iris and Galatea having lately in the space of ten days taken nine privateers (two of which were ships of twenty guns, and none less than sixteen), and eight hundred seamen.

I have [&c.],

Mt. Arbuthnot.

This, together with Clinton's Despatch, was published in the *London Gazette* on 15 June, 1780. After referring to the services rendered by Elphinstone and the Naval Detachment on shore, Clinton ended his despatch by saying: 'Your Lordship has seen how great a share Admiral Arbuthnot and the Fleet have had in every measure. I can add that had we been necessitated to make an assault, I am persuaded a very considerable part would have been taken by the ships to serve us at that important crisis.' The author of the life of Arbuthnot in the *Dict. Nat. Biog.*, holds him up to contempt as a 'sample of the extremity to which the maladministration of Lord Sandwich had reduced the Navy,' but his work here was well done. One of the enemy who

[1] The 12th ; a curious error to make so soon after the event.

watched the passage of his squadron past Fort Moultrie on 8th April from the steeple of St. Michael's Church in Charleston says of it :—

> They really make a most noble appearance and I could not help admiring the regularity and intrepidity with which they approached, engaged and passed Fort Moultrie. It will reflect great honour upon the admiral and all his captains, but 'tis pity they are not friends.[1]

Some of his remarks as quoted in this correspondence are certainly brutal, but it was not a refined age ; and his order against plundering the country folk and his regard for the welfare of the seamen on shore shew that he had another side to his character.

Elphinstone's services to this expedition had been of great value ; so much appears from Clinton's letters in the following pages, but it is clearly put in a letter from Clinton to Lord Germain,[2] dated 9th March, 1780, which summarised the operations to that date ; he says :—

> I cannot close my letter without expressing how much I am obliged hitherto to Admiral Arbuthnot for the assistance given me through Captain Elphinstone, who as yet has been chiefly employed in the Naval Transactions immediately relative to the Army. This gentleman's unremitted attention to us from his so ably and successfully conducting the Transports into North Edisto to this hour, with the great benefit I have derived from knowledge of the Inland Navigation of this part of the coast, merit my warmest thanks.

The action of Lincoln in shutting up his forces in Charleston has been severely criticised. The question is too complex to discuss here ; it must suffice to say that there were important political factors that Lincoln had to take into account, and when Washington had acquainted himself with all the circumstances he exonerated Lincoln from blame. But I doubt if anyone could defend Whipple's actions ; he seems to have been unduly nervous, and might have done more to hinder, although he was not strong enough to prevent, Arbuthnot's passage into the harbour.

[1] Diary of Peter Timothy quoted by McCrady, *op. cit.*, p. 460.
[2] *London Gazette*, 25th April, 1780.

Two useful charts and one map showing the positions of the fleet and army were published in the 1781 edition of Des Barres' 'Atlantic Neptune.' This map, which is here reproduced, contains nearly all the places mentioned in this correspondence.

Drayton
Ferry
Stone River
Simonds
Gibbs
Fenwick
JOHNS
ISLAND
Meeting House
Wadmelaw Creek
WADMELAW
ISLAND
Wilburn
Simonds
Holman
KEWA ISLAND
Simonds
SIMONDS ISLAND
Simonds Inlet
North Edisto Inlet
Sukers Island
EDISTO ISLAND
Eden Island
Dawhaw River
Whips I.
Wadmelaw Sound
Bear Bluff

A SKETCH of the ENVIRONS of CHARLESTOWN in SOUTH CAROLINA.

ing of the Kings Troops at Edisto Inlet on the 11th Feb. 1780 —
March of the Army from the Landing to James Island. —
Kings Ships in the Offing, waiting for the Spring Tides —
the Barr, which being effected the 20th March, they anchored
Fathom Hole, whence having through a heavy fire from Fort-
e, and the Batteries of Sullivan Island, dropped anchor be-
the Town on the 9th of April.
louts to protect the Transports in Stono River
ong Redout erected near Fort Johnson
ttery, to remove the Enemy's Ships at d. in Ashley River —
idge made over Wapoo
arch of y Army, from Lanungs to Draytons (29th March) whence —
arch of y Army from Lanungs to Draytons (29th March) whence —
g crossed Ashley River, halted the same night at X. —
ncampment of the Army — (the 30th March) on Charlestown Neck
larch of a Strong Reinforcement to Col. Webster's under y Command of
Cornwallis to cut off the Enemy's communication by Cooper River.

a. Fort Moultrie & Works on Sullivan Island with the Enemy's Ships to enfilade the Channel (Surrendered on terms the 4th of May to the Seamen and Marines of the Fleet.)
d. Strong Post on Lempriere
e. Ships in Cooper River, and Boom to obstruct the navigation —
f. Post on Mount Pleasant.
g. Gibbs Landing.
h. Redouts & Batteries to establish the 1st Parallel begun (the 1st April)
i. Second Parallel finished (19th April.)
k. Third Parallel compleated (10th May) whence having by Sap drained and passed the Enemy's Canal Works were carried on towards — the Ditch of the Place, and the Garrison consisting of upward of 6000 Men, Surrendered to his Majestys Arms, under the Command of Lt.Gen.l Sir Hen. Clinton K.B. &c. And Vice Adm.l Marlet Arbuthnot. on (the 10th of May 1780.)

The Kings Army & Works are (coloured Red — The Enemys Yellow —

Miles

ADMIRAL ARBUTHNOT TO ELPHINSTONE

By Mariot Arbuthnot Esq., Vice Admiral of the Blue and Commander in Chief of His Majesty's Ships and Vessels employed and to be employed in North America.

Your intimate knowledge of the navigation of this Country, and of the object of the present Armament having rendered it expedient that you should arrange the disposition of the Transports &c. in sailing, and direct and superintend the debarkation of the Troops at Edisto :

You are therefore hereby required and directed to take the Captains Tonkens,[1] Knowles,[2] and the other Agents for Transports under your command ; to order them to prepare the Transports to move as soon as possible ; to report to me when they are ready ; to dispose them so to facilitate the speedy attainment of our port ; and in every other respect to conduct yourself with your wonted ability to effect the above mentioned purposes, for which this shall be your Order.

Given [&c.], off Tybee Island, the 4th of February, 1780.

MT. ARBUTHNOT.

By Command of the Admiral.

Will. Green.

MEMO.

Roebuck off Tybee Island. 5th February, 1780.

It is the Admiral's direction that the respective Agents for Transports announce to their different

[1] Apparently Thomas Tonken, a Lieut. of April 6, 1757, made a Master and Commander on December 25, 1778.

[2] John Knowles, a Master and Commander of September 29, 1778.

divisions previous to the sailing of the Armament that if any of the crews are detected in, and proved to be guilty of, plundering the Country people, they will be delivered up to the Provost Marshal of the Army, to be punished in so exemplary manner as will sufficiently deter them from a repetition of the like atrocious practice.

Mt. Arbuthnot.

GENERAL SIR HENRY CLINTON TO ELPHINSTONE

Head Quarters. 13th February, 1780.

Sir,—Captain McKinnon acting in the Quarter Master General's department will deliver you this letter, and being acquainted with its subject will illustrate any thing upon which you desire to be further informed.

I have determined to keep the gross of the Army here until some method is adopted for bringing them supplies to a more advanced position. For this purpose, I am pushing Corps forward to be acquainted with the state of Stono River and shall give immediate notice on finding it safe to send the transport round. But as we must endeavour to be fed from a less precarious channel in the mean time, I wish to reconnoitre the creek between Keywaw[1] and Johns Island. I have therefore to request you to send a gun boat up with Captain McKinnon, who has orders with respect to a detachment of artillery to man her guns. He will proceed in her to view the creek whilst a Corps shall march to the neighbourhood of its junction with Stono.

I wish to have in addition to what I have

[1] Kiawah.

required, two six-pounders and also about 20 waggons. Orders are sent to request your assistance for their being brought hither.

The boats which we expect to-day with provisions shall with your permission remain here, in order if it is practicable to proceed on through the creek above mentioned.

Whenever the entrance of Stono is known to be secure, I could wish one transport per Regiment to come round, but I had rather the provisions should come in small ventures on board sloops, than risk the whole in a victualler. The vessels which are expected with the horses will answer this purpose.

I shall be happy to receive your advice on these operations, and trust to you for any intelligence you may receive, and am [&c.]

H. Clinton.

Wilson's Farm.[1] 15th February, 1780.

Dear Sir,—I got to Stono Ferry at 11 o'clock and staid there till four, at which hour the tide falling I despaired of seeing you ; therefore left it. Some of the Rebel Cavalry appeared and exchanged a few shots with our Yagers.[2] I refer you for particulars to Captn. Moncrieff.[3] As the wind is fair for quitting North Edisto and going into Stono, I think it very probable you may order the ships to go there to-morrow. Our Post at Gibbs's[4] will prevent any of the enemy's galleys coming from Wappoo &c. and I think they can have no force at Beauford,[5] nor have we anything to apprehend from seaward.

[1] Wadmelaw Island. [2] One of the Hessian regiments.
[3] In command of the Engineers.
[4] In the north of John Island.
[5] Beaufort, on the river of that name, about 75 miles from Charleston by the inland navigation.

If you determine the ships should go round, you will be so good to order the John to move with the rest ; as to the victualler, I am afraid to risk her till that from Tybee arrives ; you will of course, be so good to give all the necessary directions respecting any arrivals, and leave an Agent of trust to command in North Edisto.

I am, [&c.]

H. CLINTON.

I request the letter to Mr. Paumier may be sent immediately to Savannah.

I think we shall have no difficulty in taking possession of Stono Ferry whenever that shall be necessary. Should it be your intention to pass to-morrow with the galley let me know by return of my boat, if not we might have a meeting before you pass and that may be at some part of Wadmilah[1] Island if you will appoint the hour.

8 o'clock. I am this instant favoured with your message through Mr. Crosbie. I do not think it advisable to pass the boats without the galley.

SECRET.

18th February, 1780.

Dear Sir,—By information I received yesterday from a Mr. Yarborough taken the day before beyond Stono Ferry, I think it very probable that many of the enemies galleys may still be at Beaufort, this may possibly detain ours there, I wish however they were here, for till we have a force in the Stono to mask the Wappoo, New and Savannah Cuts, we cannot be sure of our communication with James Island should we go there, and any vessels coming over the Bar of Stono may be

[1] Wadmelaw.

greatly annoyed while the enemy have the Savannah Cut:[1] I did intend to have written to the Admiral, but shall delay it till this evening when I expect more certain accounts from Charlestown than we have yet had, in the meantime you may I think assure him that there are only four Rebel frigates, and one large ship cut down. Mr. Yarborough (who joined General Prevost and has been in prison since for it) assures me that, from all the information he could get, there are no works on Mount Pleasant, and those of Sullivan's Island so rotten that they scarcely dare fire their guns, I am aware of the dangers we report we are to expect from friends, but I have had the same from negroes and others, and C[aptain] Moncrieff seems to give some credit to it; in short the sooner we get upon James Island, the sooner we shall have certain information, but we cannot go till our communications are assured and till we have cannon of weight to place in battery near the river. I heartily wish to see the Admiral over the bar. Should the enemy have a force of frigates and batteries on the Mount Pleasant Side, I think a method might be found to dislodge him, but of that we will talk when we meet. In the meantime this must be kept secret. I hear the Perseus is off, if so the 32nd are arrived, of course with some shot; in short for God's Sake let all the galleys get into Stono as soon as possible, let us have a few heavy guns ashore, and we will establish ourselves on James's Island, till that is done I shall not be easy; 'tis impossible to say how much we are obliged to you for your exertions, to them we owe everything, from them we shall expect everything.

Faithfully, [&c.]

H. CLINTON.

[1] Probably the Folly Creek on the map.

18th February, 1780.

Dear Sir,—Forgive me if I request that you will report to the Admiral the high consequence of the galleys in not coming sooner to us, and the necessity of their being well manned, stored and commanded.

Faithfully, [&c.]
H. C.

GENERAL CLINTON TO ELPHINSTONE

8th March, 1780.

Dear Sir,—If it is the Admiral's desire that we should have a battery on the lighthouse island, notwithstanding the labour may be considerable we most cheerfully undertake it, the Officer Commanding the 71 Regt. and Mr. (?) the Engineer, have therefore received orders to proceed with the business whenever it is the Admiral's wish or yours they should.

Sir, [&c.]
H. CLINTON.

16th March, 1780.

Dear Sir,—I beg leave to inclose to you a letter for the Admiral. Should he not determine to pass Sullivan's Island immediately after he has passed the bar, he may possibly spare us sufficient assistance of officers, sailors and boats &c. to enable us to get upon C. Town neck. Should that be his intention, for God's sake hurry them as fast as possible, you will of course have left orders with Mr. Shadds [1] to prepare flat boats, gun boats &c. I shall most anxiously wish to see the Admiral safely anchored in Five Fathom Hole. If there is

[1] Presumably Capt. H. Chads.

any thing I can do in your absence you will command him who is,

Sir, [&c.]
H. CLINTON.

As from accts. received this day that the Savannah Corps did not pass that river before the 11th, I am not to expect it to take part in our first movements, it will therefore be necessary for me to have the 71 Regt. from the Lighthouse Island as soon as the Admiral is over the bar ; be so good to mention this circumstance to him.

Head of James Island. 22nd March, 1780.

Dear Sir,—I may probably guess at the cause which prevents your return to us. Whenever you do come I request you to bring with you the 71st Regiment and all the boats &c. our good friend the Admiral can spare. You are so much of a soldier that you know our wants and can best state them.

General Paterson is near us.[1] I move a Corps this day to facilitate the junction, and have all prepared to pass the Ashley when you arrive with the boats &c. to do it ; I am sure you will forgive my anxiously wishing to see you, you are of so much consequence to us that we cannot stir without your assistance.

I am, [&c.]
H. CLINTON.

23rd March.

Dear Sir,—I think it was your intention that the Galleys or one of them should be at the mouth of Wappoo Creek every night. I shall if possible return this evening, if not to-morrow.

Faithfully, [&c.]
H. CLINTON.

I shall return this evening.

[1] With reinforcements from Savannah.

ADMIRAL ARBUTHNOT TO ELPHINSTONE

By Mariot Arbuthnot Esq., [&c.]

WHEREAS I have thought fit to appoint you to the command of the Officers and Seamen of the Squadron detached to co-operate with the Army in the present expedition, you are hereby required and directed to take under your command Captain Evans of the Raisonable and all other Sea Officers subordinate to you comprising such detachment, who are hereby enjoined to follow your orders, and to dispose of them in such manner as may be most conducive to the good of the Service you are employed upon.

You are to take every possible precaution to prevent the Seamen from straggling, and to be careful to maintain the best order and discipline among them.

You are to keep an exact journal of your transactions during the time you may be employed upon this Service, transmitting to me an account thereof by every convenient opportunity.

Given [&c.] off Charlestown, March the 24, 1780.

MT. ARBUTHNOT.

By Command of the Admiral.

Will. Green.

A List of Seamen belonging to His Majesty's Ships sent to co-operate with the Army, and how disposed of.

Raisonable—	One Hundred Seamen, one Captain, two Lieutenants and two Midshipmen.
Europe	Fifty-five do. one Lieutenant and two Midshipmen.
Defiance	Boatswain and Gunner.

An account of Boats upon the like Service.

Richmond	2 (Cutter & Longboat)	1 Lieutenant 2 Midshipmen	With their respective crews
Blonde	2 (Barge & Cutter)	1 Lieutenant 2 Midshipmen	
Virginia	2 (Cutter & Longboat)	1 Lieutenant 2 Midshipmen	
Raleigh	2 (Barge & Cutter)	1 Lieutenant 2 Midshipmen	
Perseus	2 (Cutter & Longboat)	2 Midshipmen	
Romulus	2 (Barge & Cutter)	1 Lieutenant 2 Midshipmen	
Roebuck	2 (Cutter & Yawl)	1 Lieutenant 3 Midshipmen	
Camillia	2 (Barge & Longboat)	2 Midshipmen	
Renown	2 (Barge & Cutter)	1 Lieutenant 2 Midshipmen	
Loyalist	1 Cutter	1 Midshipman	
Captain Evans	3	4 Lieutenants 2 Midshipmen	

Total Boats 22. Lieutenants 10, Midshipmen 22.

Lieutenant Duncan to command the Viper.

CAPTAIN SIR ANDREW SNAPE HAMOND TO ELPHINSTONE

26th March.

Dear Elphinstone,—Captain Evans joins you to-day with 150 Seamen besides Officers, and it is the Admiral's particular desire that when ever they are sent upon duty that they are always to be

commanded by their own Officers and not by the Army.

Lieut. Goldsbury[1] also joins you as an assistant and you have 21 boats and the Comet galley, so that I don't recollect any thing more that we can do at present.

The Fame with the Engineers' timber is on her way. Had the longboats come with the fresh beef, they would have been returned with the parapets,

I always am most affectionately yours,
A. S. HAMOND.

The Iris, Delaware and Hydra are arrived.

MAJOR ANDRÉ TO ELPHINSTONE

Head Quarters, James Island. 27th March, 1780.

Sir,—The Commander-in-Chief orders me to assure you that the sick or wounded Seamen shall be received into the General Hospital and treated with all the attention given to the Soldiers.

Doctor Hayes has the General's orders in consequence.

I have just received your letter concerning Mr. Clarke's irregularities and shall write to him in such a manner that I hope he will not think of such a measure again.

I am, [&c.]
JOHN ANDRÉ.
Dy. Adj.-Gen.

ADMIRAL ARBUTHNOT TO ELPHINSTONE

Roebuck, off Chas. Town. 29th March, 1780.

Sir,—I am favoured with your letters of the 27th and 28th instant, containing an account of

[1] Goldesbrough.

your proceedings on detached service in co-operation with the Army. I thank you sincerely for your communications and I beg they may be repeated at every convenient opportunity.

As I know nothing of the appointment of a Lieutenant Chambers to the Viper, he must be at liberty to withdraw from the command of her.

The ship's boats must be ordered back the moment they are done with.

I desire Captain Goldsborough may be sent on board the Margery instantly, and ordered to bring her round here without a moment's delay to be fitted.

I am, [&c.]
MT. ARBUTHNOT.

Roebuck, Nr. Chas. Town. 29th March, 1780.

Sir,—Sir Henry Clinton's dispatches having by an oversight of the Captain been left behind, I have but time to acknowledge the receipt of your favor. Tell Mr. Bower that Mr. Gouldsborough [1] is appointed Mr. and Commander from home of which I wish him joy. Success attend you.

I am in haste, [&c.]
MT. ARBUTHNOT.

CAPTAIN HAMOND TO ELPHINSTONE

Roebuck. 30th March, 1780.

Dear Elphinstone,—I received your letter by Lord Cathcart, and shall comply with your wishes respecting him. The Fleet of victuallers and traders are sent for from Tybee by the Hydra,

[1] Thomas Goldesbrough appointed Master and Commander with seniority of 25th January, 1780.

and are expected to arrive here every hour ; when they come, they are to go forward to New York with the Iris and Delaware.

The January packet which arrived a few days ago has brought a commission for Mr. Goldsbury to command the Vigilant, which I dare say gives you the same pleasure it does me. I thought it a hard case when the Admiral superseded him. Christian has got a 20 gun ship.

It is reported that the Spaniards have lost two men of war to the southward of St. Augustine. The report comes from Capt. Henry.

Capt. Goldsbury is ordered to leave you when the Army are crossed, and the Admiral intends him to command his new armed ship the Margery.

The boats belonging to the ships here you will be so good as to forward down to us the moment they can be spared.

Every letter that was found for you has been forwarded to Head Quarters.

Yours always most affectly.,

A. S. Hamond.

P.S.—I am in grief for the loss of my dear friend Mr. Stanley and the manner of it cuts me to the soul. By the same packet I have heard from my wife, who has got a son. Thus my cares increase.

ADMIRAL ARBUTHNOT TO ELPHINSTONE

Roebuck. 1st April, 1780.

Sir,—I am much obliged by your letter of the 29th and congratulate the General, to whom my compliments, and yourself on the success of your

near approach to the city. I hope soon to hear it announced, very formidably. In the mean time I am with much esteem, [&c.]

MT. ARBUTHNOT.

Roebuck. 2nd April, 1780.

Sir,—I have received your favor of the 1st inst. and only lament that the sickly season is advancing on us with such hasty strides. I have not the smallest doubt but that every thing that can be is done, but my impatience for the success of Sir Henry is in the extreme. The moment I can give him the smallest assistance by a diversion with the ships I will embrace it. The enemy have been busy yesterday in blocking a part of the channel by sinking four vessels, but this day has been so foggy that I cannot determine whether it is the Hog Island Channel to prevent our entrance into Coopers River, or the ship channel towards Johnstons Fort, but we will endeavour to be informed soon, to be in readiness to assist as soon as we can be of use.

My compliments to Sir Henry Clinton and believe that I am with much esteem, [&c.]

MT. ARBUTHNOT.

GOVERNOR TONYN TO ELPHINSTONE

St. Augustine. 3rd April, 1780.

Sir,—I have to thank you for your obliging letter of 30th January off Savannah Bar which came to my hands on the 22nd March, since when I have been favoured with those dated 29th February, North Edisto Inlet and Stono.

How very unfortunate the Fleet was in respect to weather on the passage. It was a happy circum-

stance however no lives were lost. I had a singular pleasure in hearing of your perfect state of health, and sincerely wish you a very long continuance.

I am much obliged to you for your justice to Mowbray, and that candour with which you temporise your conduct, I hope he will be of real benefit to you and useful in the execution of his duty.

Thrice last summer I wrote you at New York. I don't find you got my letters. Count D'Estaing ruffled us a little, we have recovered of it, and I hope your present expedition will establish a lasting security to the southern provinces.

Rutherford came in pursuit of his negroes without any proof but his own narrative, he produced your order for being received on board the ordnance vessel, which was of sufficient weight to stop proceedings and secure his property ; when I got your letter they were restored, and he is returned ; I intended writing by him but I did not see him for two or three days before he went away.

Before this capture the privateers had directions not to molest any persons north of Charlestown, and to keep away from the Fleet and Army unless employed by either. These people shall therefore answer for their proceedings.

I am happy you have made a good beginning and dislodged the enemy's shipping. I have the highest opinion of Sir Henry Clinton's capacity, he had very great advantage in knowing his profession from the most exalted and ablest Generals, his great zeal and active spirit for His Majesty's Service give me the most sanguine expectations, we have been long acquainted, he is a good man and I wish him to prosper. Your Admiral is also a very old friend whom I much value and hope every good may attend him.

As the Germain Sir Henry Clinton mentioned would convoy the ordnance Brig Duncan is not arrived, I have directed Mr. Mosse's ship to take charge of her, and I beg leave to recommend Captain Wade to your protection that he may be satisfied for this service, and if he can be serviceable that you will countenance the ship's being employed in the service.

All your friends here are highly interested in your favour and are sincere in their best wishes for your safety and success, and I am always with every sentiment of regard and esteem, Dear Sir,

Your faithful friend, [&c.]

PAT. TONYN.

P.S.—My nephew Mr. Levett sailed in January in a Cartel Vessel for Charlestown with a commission for exchanging prisoners of war. We have not heard of him since and I suspect he is detained by the Rebels.

I have sent you will see more than were specified in the demands, by the copy of the return to Sir Henry Clinton.

ADMIRAL ARBUTHNOT TO ELPHINSTONE

Roebuck. 4th April, 1780.

A thousand thanks to you my dear sir, for your obliging favor by Captain Goldsborough. Continue I beg to repeat by every opportunity your favorable accounts, which are the only consolations we can have in our present situation.

I congratulate you on the agreeable intelligence from Mobile ; we pray to heaven it may be true. I have a similar account to that Sir H. Clinton has received from Governor Tonyn. I need not

recommend to you a fatherly care of the seamen for I am sure you will contribute by every possible means to their comfort.

I beg, [&c.]
MT. ARBUTHNOT.

Roebuck. 5th April, 1780.

Dear Sir,—I am desirous for many cogent reasons to know the precise number of transport seamen employed under your command on shore : I beg you will favour me with this return as soon as possible as you are entirely master of my ideas respecting this mode of service. I need not repeat to you my wishes that all the seamen employed in the expedition on shore should act *in toto* entirely under your command and that of the Navy officers subordinate to you. When you and they are thrown into battery you will acquaint me with their situation and force.

I am, [&c.]
MT. ARBUTHNOT.

LIEUT. JAMES DUNCAN TO ELPHINSTONE

Wappoo Creek. 5th April, 1780. 2 P.M.

Sir,—I have just been favored with yours of this date desiring me to get the galleys in readiness, and to drop lower down the creek in order to fire on the town this evening when the battery begins ; which shall be immediately put in execution and the motions of the battery carefully observed. Should you not be able to attend, every thing shall be done to your wish to the utmost of my abilities. Major McLeroth desires me to tell you he has

received no orders as yet to fire. If there should be an omission on that head he says your orders will be sufficient.

I have, [&c.]
JAMES DUNCAN.

Viper. Wappoo Creek. 6th April, 1780. 6 P.M.

Sir,—Agreeable to your order of yesterday, I ordered the galleys out to the mouth of the creek at ½ past 7 in the evening, and although some disorder happened, partly from bad arrangement, yet we were able to silence the enemy's fire in less than an hour without the least accident, which no doubt you noticed. I'll venture to say they felt the effect of the fire from the galleys, but am sorry to find that the batteries ashore did little or no execution, from, as I suppose, their want of powder and more elevation.

Having no orders this evening from you have thought proper to order the Comet and Scourge galleys advanced to keep the enemy in awe. I shall be present myself and every thing as far as my judgement done for the best ; on giving Mr. Lightbody his orders this evening he seemed dissatisfied and says he will go on board the Roebuck again, I wish you could step this way for about half an hour having many matters to communicate to you.

I am, [&c.]
JAMES DUNCAN.

Viper Galley, Wappoo Creek. 7th April, 1780.

Sir,—I received your second order of yesterday for the Galleys to proceed as the night before. I had agreeable to what I wrote you last evening by Mr. Ruddock, ordered the Scourge and Comet out

to the mouth of the creek after dark, there hardly being room for all the four galleys, the Viper not having 10 working men on board, and the Vindictive's Lieut. being sick, I took a boat's crew from each of them and attended my self in the Scourge till near day light in the morning when we returned to our station after sending 35 rounds of 24 pdrs. and 50 of 18, which I can assure you went every shot of them into the town.

I shall expect to hear from you to-night. The Lieut. of the Comet is very ill and no powder on board. The Scourge is also in want, and shot will be wanting soon. I beg to know where we are to apply for those difficiencies. Cartridge paper is in great demand on board all the galleys, or cartridges of 12, 18 & 24 pdrs. The tides begin to turn out very bad for retreating undiscovered in the morning. They have thrown many shot over and alongside the galleys this afternoon.

I have, [&c.]

JAMES DUNCAN.

Viper. Wappoo Creek. 9th April, 1780.

Sir,—I have the pleasure to acquaint you of eight sail[1] of the men-of-war's passing Sullivan's Island about 4 o'clock yesterday evening under a heavy fire from the enemy, and only one ship hurt to all appearance, which was I suppose the Richmond, who had her fore topmast shot away some distance above the cap, but now all in end again; the Roebuck leading began a heavy cannonading, when abreast of the fort, which was

[1] In the following order: Roebuck (44), Richmond (32), Romulus (44), Blonde (32), Virginia (32), Raleigh (32), Sandwich (armed ship), Renown (50). Admiral Arbuthnot had shifted his flag into the Roebuck at the beginning of February and increased her armament to 50 by the addition of six 12 pdr. guns.

continued by succession till the last ship passed. I have no particulars from the shipping, therefore can say no more on that head, only that 3 ships are placed at the mouth of the creek at the back of the marsh, the other side of Cooper River, which cuts off their communication by water every way to Sullivan's Island.[1]

I have not been out with the galleys this two nights past, am in hourly expectation of seeing you here, to communicate verbally the many wants of the galleys. I herewith enclose you a kind of a demand from Mr. Lightbody. We are all in want of powder and shot. Small warps and anchors will be wanted if the galley goes out in the stream, which in course will be the case; can you give orders to the store ship for a coil to each of us, from 3 to $4\frac{1}{2}$ inch, with a small anchor and grapnel for each galley; if the latter is not in the store ship will you write to the agents to beg the loan of them from the transports, as I would not wish the Admiral should be troubled any more with our wants, for reasons that want no explanation to you.

Men is a want of the most serious nature. The Viper has only one good and one damned bad man before the mast doing duty, and five marines; since you was on board ten sent to the hospital one time, and four at another, with a cursed malignant fever; I am in hopes we have got it out of the galley by cleaning and fumigating below, which God knows she was in great want of. With my best wishes for your health,

I am, [&c.]
JAMES DUNCAN.

[1] The enemy had blocked the main channel between the marshy island, Shute's Folly, and the town, and also the Hog Island Channel on the further side of it.

Major McLeroth begs his compliments and desires me to tell you that he will have his battery in better order than before and the axletree of the carriage at the 2-gun battery finished to-night, and the platforms altered to his liking. He has also got other powder which he hopes is better than the last.

If any commands to the admiral I should be glad to have them as a boat can be sent with utmost safety from your galley.

Wappoo Creek. 14th April, 1780.

Sir,—Last night by a verbal message from Captain Swiney from you ordering the galleys out. I accordingly ordered Comet and Scourge in the same place as before at the mouth of the creek and only fired as usual when they did. I should be glad to know if that is what you meant, or if we should keep up a constant fire while out. I went on board the Roebuck last evening in the Viper's canoe after placing the galleys, with your dispatches, and received from Sir A. S. H.[1] all the demands (except the boatswain's for the Scourge which you or the Admiral has mislaid) signed, which I delivered the different galleys this morning.

The Admiral and Sir A. S. H. begs their compliments to you and begs you will burn the Town as soon as possible and send 24 pound shot into the stomacks of the women to see how they will deliver them. I was able to persuade Captain Swiney to accompany me on board the Admiral who received him very handsomely and said he should take it unkind if he had not called on him (but not a word of his [?] in the thigh

[1] Captain Hamond.

which by the bye he feels this morning). He is just left me and begs his compliments.

The enclosed letters was in the Admiral's bag. I should be glad to have a line from you. Winter can come or send it in 10 minutes from the landing. Have you commands for the Admiral as I shall send a boat this evening with the Scourge's demand for boatswain's stores which is much wanted, after that I think we shall have no wants except powder and shot, the powder turns out very bad in general. With the warmest wishes for your health,

I am, [&c.]
JAMES DUNCAN.

N.B.—If agreeable to you I will take the pendants &c. out of the Scourge and establish signals as far as they'll go instead of sending boats always.

CAPTAIN HAMOND TO ELPHINSTONE

Roebuck. 14th April, 1780.

Dear Elphinstone,—If the General should think it necessary to cross over a body of troops from Fort Johnston (of which no doubt you will be timely informed) do be so good as to order two or three flat boats to drop down to the Fleet ; as you know how awkward our boats are for that service.

From what observations we have been able to make here on the motions of the enemy, it appears that they have removed part of their cannon from Fort Sullivan, and have taken post somewhere about Hobcaw, as we plainly perceive the fires of their camps.

The entrance of the Hog Island Channel lies

within musquet shot of the shore, where they have sunk 2 or 3 vessels. Whenever our boats attempt sounding it, they bring down a couple of field pieces upon Heatheral[1] Point and drive the boats away. If a ship goes down to cover the boats by firing at those guns, it carries them within gun shot of Fort Sullivan. However there is sufficient depth of water for all our small armed vessels to go close in with Mt. Pleasant, and the frigates go within point blank shot.

I long to hear what success our batteries had yesterday. Our sailors rejoiced to see the town on fire, and expressed their concern at its going out.

The battery at Styles's Bluff[2] will be completed to-day. The cannon are carried there from Fort Johnston and we have 100 Marines and 50 Seamen at work there.

Yours most affectly.,
A. S. Hamond.

LIEUT. DUNCAN TO ELPHINSTONE

Scourge. Mouth of Wappoo Creek.
15th April, 1780. 1 A.M.

Sir,—Almost too late for the tide, I received your order and despatches for the Admiral &c., however after sending my packet boat with Capt. Gibson, I sent the Master in a large boat who just saved his tide down, and enclosed you have the answers. Gibson has just passed with a brigade of boats and has stopt our firing for some time. You wish to have my account of the depth of the channel in Ashley River, I have twice attempted

[1] Haddrells, W. of Mt. Pleasant.
[2] I cannot identify this; probably on James Island.

it, but the moonlight and other business puts entirely out of my power at present to ascertain it, so far as I have gone through it, or in fact could keep in it, I find water enough for any ship we have here ; the pilots on board the Roebuck say they can come up here when they please, but Cooper's River seems to be the object. To-morrow night I shall make a third attempt. Such a set of scoundrels as I have about me would make a man go mad except Smith. I may truly say to have no help at all, they are so fond of the damned grog. More of which I shall tell you when I see you. I shall observe your direction with respect to the ammunition though they have provoked me a little this night. With every wish for your health,

I am, [&c.]
JAMES DUNCAN.

ADMIRAL ARBUTHNOT TO ELPHINSTONE

Roebuck. 15th April, 1780.

Sir,—I am obliged to you for the very favourable report you have favoured me with respecting Colonel Webster and Tarleton's success.[1] With regard to a signal signifying a feint of attack, I confess to see no use ; the Rebels appear to me to be determined to hold out to the last extremity, and nothing less than giving them substantial proofs of our superiority will avail, and my opinion is they will stand an assault. I therefore, see no use in it, but encouragement to them, to take any but serious steps with them. I hope the General will burn their town ; the sooner the better. We

[1] The dispersal of Colonel Huger's force at Monks Corner and Biggin Bridge.

are in great forwardness towards attempting the Hog Island Channel, and want the assistance of the galleys for that purpose—which I have communicated to Sir Henry Clinton. You will therefore dispatch them, if he has no immediate occasion for their Service. I wish the Perseus was here, as her draft of water will be very serviceable. I hope your fatigue will soon be crowned with success because I am with true esteem, [&c.]

MT. ARBUTHNOT.

The battery is finished and the guns will be mounted this night. I had almost forgot to say that the Maria ordnance ship has a quantity of halfpound shot; from her you can supply your want of grape, but pray be frugal for the ships are undone, having barely sufficient for our present demand.

LIEUT. DUNCAN TO ELPHINSTONE

Viper. Wappoo Creek. 16th April, 1780.

Sir,—I have just received your order to join the Admiral the first proper opportunity near Fort Johnston with the Comet, Scourge, and Viper galleys.

I beg leave to assure you that the first good opportunity shall be embraced to execute your orders, the tides begin to answer very well for the evenings, and in fact all night with a favourable wind.

I am sorry to tell you that Mr. Jackson, Master of the Comet galley, lost his right leg and the heel of the left by a shot from the 7 gun Battery, the Surgeon of the Regt. of Hinde at this port has cut off the right and says that the

left must be left for a few days. I have erected a tent for him and done every thing that can be done here, and this surgeon has promised to take care of him.

I was just going to send to acquaint you that the Scourge's left prow gun is split [1] nearly about a foot and in course rendered unserviceable, as we are going to join the Admiral shall say nothing more about it. I intend to make a push for two 18 pdrs. for the Viper. She can carry them full as well as 12s and one of them is split some inches near the muzzle.[2] This night is so light that there is no probability of moving without their seeing us, I wish to God the ordnance ship had been up to get all our demands out of her before we leave this ; every person shall have orders to be in readiness and to keep on board their respective galleys. With my best wishes for your health,

I am, [&c.]

JAMES DUNCAN.

ADMIRAL ARBUTHNOT TO ELPHINSTONE

Roebuck. Charlestown Harbour.
18th April, 1780.

Sir,—I have the honor to acknowledge the receipt of your letter and obliging communications of yesterday ; I have little to say in return, but that to-morrow Captains Hudson and Gambier take a temporary post on Mount Pleasant with four hundred seamen and marines to protect the boats that will then be employed finally to decide upon the practicability of the Hog Island Channel, to gain a proper knowledge of which all our efforts have as yet failed.

[1] 'spleet.'

[2] 'musle.'

I have no particular commands for Savannah, but for the shot you are said to be so much in want of.

One of the twenty-four-pounders on Dill's bluff[1] unfortunately burst yesterday, and killed two men and wounded the same number.

I am, [&c.]

MT. ARBUTHNOT.

CAPTAIN HAMOND TO ELPHINSTONE

25th April, 1780.

Dear Elphinstone,—Be so good as to let Sir Henry Clinton know that I have received the money for the Army from the Rainbow, and that it is ready to be delivered whenever a conveyance and guard is put for it.

Not having heard from Head Quarters since Captn. Tomkin[2] was down here, we are very impatient and anxious to know the cause and event of the prodigious[3] firing we have heard behind the town these two nights past.

We have cut away part of the boom before the town and wait now only for a fair wind to make use of the opening.

Yours most affectly.,

A. S. HAMOND.

CAPTAIN CHADS TO ELPHINSTONE

Briton. 30th April.

Sir,—I have received yours respecting the Carronades, Captn. Tonken had wrote to Mr. Gibson Master of the Jett about them and he sent

[1] At the mouth of New Town Creek.

[2] Tonken.

[3] 'prodidgous.'

four of them last night, the other two will be with you this day. I spoke particularly about the bolts, nuts &c., Gibson says there is no bolts with them. Should there be a call for more carronades of the same size, Government may have them, as there is a ship just arrived at Chissolms 10 weeks from Glasgow, who has sixteen 18 pounders with all their materials.

I am sorry you should have complaints against the Guard Ship at Stono Bar, as we have no such vessel, but I am afraid the *Men of War's* boats from Five Fathom Hole have made some visits that way and suppose they did not go off empty handed.

As for vessels coming in and going out of the Inlet, it is not in my power to prevent them. I wish the Admiral could spare the Germain or some other small vessel to lay at the Bar which would totally put a stop to all vessels coming in, and no one should sail from this without my pass.

Miss Robarts is come up but cannot dine with you. She is not very well, her jaunt has been too much for her.

I am, [&c.]

H. CHADS.

ADMIRAL ARBUTHNOT TO ELPHINSTONE

Roebuck, in the Harbour of Charlestown.
1st May, 1780.

Sir,—In answer to your letter of yesterday I shall endeavour to prevent any further escape from, or supply reaching the town ; I confess I think they have given no reason to judge they meditate an escape but on the contrary. However I desire you will consult the General, and if

it continues his wish to have more armed vessels in the Cooper, you are directed to collect as many as are fit for the purpose and arm them. I am informed that a fine armed brigantine and some other vessels are in the neighbourhood of Canehoy,[1] which are very fit for the purpose.

I am, [&c.]

MT. ARBUTHNOT.

P.S.—I beg to recommend the Europe's men and Lieut. Bowers to go upon this service.

CAPTAIN HAMOND TO ELPHINSTONE

2nd May, 11 at Night.

Dear Elphinstone,—The Admiral has gone to bed before your letter came. However he has read it and will answer it to-morrow.

Colonel Ferguson came to Mount Pleasant this morning to borrow 3 days provisions for his garrison as he has not been supplied from the Neck. Whilst his waggons were taking in the provisions, he went down to look at the bridge[2] leading to Sulivan's Island, and finding the Rebels had left the redoubt on the entrance of the bridge, he threw his party of thirty men into it, where they still remain. The Rebels have fired upon them from the fort, but he says without doing him any mischief. I saw him just now and enquired of him if he had any plan of proceeding further, which I understand is not the case, but that he means to hold the post until Lord Cornwallis is informed of his situation.

Our seamen and marines are still ashore, and the small fort at Mount Pleasant is completed.

[1] Cainhoy on the Wando River.

[2] Of boats.

Present my regards to Evans and my friends at Head Quarters and believe me always, most affectionately yours,

A. S. HAMOND.

ADMIRAL ARBUTHNOT TO ELPHINSTONE

Roebuck. 3rd May, 1780.

Sir,—I have received your letter of yesterday's date and am very sorry to say that it is not in my power to send any more Officers or Seamen, having at this moment 450 men, three Captains and a Lieut. from each ship on shore, upon duty, and every Carpenter, fitting the several vessels here.

I am informed there are some very fine vessels for the purpose at Canhoy that are armed and require little alteration. When the Rainbow comes up I will do all in my power to give further assistance as far as her strength goes. I am very glad your approaches draws so near the enemy's works. I am with much esteem, [&c.]

MT. ARBUTHNOT.

ELPHINSTONE TO ADMIRAL ARBUTHNOT

Charlestown. 12th May, 1780.

Sir,—I have the honor to inform you of my having taken possession of the vessels mentioned on the other side.

I have, [etc.]

G. K. E.

		Guns.	Commanded.
French Flute	Adventure [1]	20	Lt. Fregate.
Rebel Ships [2]	Providence	32	Commodore Abrm. Whipple.
			Captain Hoysted Hacker.
	Boston	28	Sam Tucker.
	Ranger	18	Thos. Simpson.

South Carolina Vessels armed by the Province.

Lee Galley	—	Botart.
Marquis De Bretaigny		
do.		Crawley.
Revenge do.		George Faragut.
One Gun Boat.		
One French Pollacre fit for the King's Service.		

The following were sunk to block the channel, [3] Officers and Men in general taken.

Bricole	26	Lockwood.
Queen of France	20	I. P. Rathbone. Continental.
Truite	22	Jas. Pines.
Notre Dame	16	— Sisk.

G. K. E.

[1] L'Avanture (26), commanded by le Sieur de Brulet, lieut. de vaisseau.

[2] These were taken into the Service as the Providence, Charlestown and Halifax, but were sold in 1784, 1783 and 1781 respectively.

[3] Sunk by the Americans to block the Cooper River; there was also the General Moultrie (20).

Perseus off Charlestown. [? 12th May, 1780].

Sir,—After congratulating you on the surrender of Charlestown, it becomes my duty to represent to you, the very active, diligent and spirited behaviour of the Captains Evans, Goldsborough, Lieutenants Bowers, Cosier, Mackie, Messrs. Dawson, Buchanan, Hay, Castleman, and Law, Midshipmen who have served in the detachment under my command during the Siege. As to the Seamen they have behaved with that becoming intrepidity and good order as I trust has recommended them to the attention of the Commander-in-chief, and regard of the whole Army. When to prevent the Enemy's escape it became necessary to fit out an armed force on the Cowper River, Lieut. Salisbury and Mr. Buchanan in the course of two days equipped the four following galleys which had the desired effect, viz. Assault, Trimer, Cathcart, and Squib. It is justice to add that I am much obliged to the Captains Tonken, Chads, and Lieutenant Winter, Agents of Transports for their uncommon exertions in forwarding the supplies of the Army.

I have, [&c.]

G. K. E.

GENERAL CLINTON TO ELPHINSTONE

13th May.

Dear Sir,—May I trouble you with the enclosed letter; besides containing expressions of my gratitude to you for the services you have rendered us, there is some important news I have this moment received, may I therefore request that

you will either deliver it yourself or give it to Lord Lincoln.

Wishing you a prosperous voyage and happy meeting with your friends, I have, [&c.],

H. Clinton.

ADMIRAL ARBUTHNOT TO ELPHINSTONE

By Mariot Arbuthnot, Esq. [&c.]

You are hereby required and directed to complete the provisions and water of His Majesty's Ship under your command to six weeks and, having so done, you are to receive on board the Earl of Lincoln and Sir Andrew Hamond (with their servants to be borne as supernumeraries, for victualls only) who are charged with dispatches for Government, and to proceed with them as expeditiously as possible without deviating under any pretence from your direct course, to the first port of Ireland or England that you may be able to make, where they are to land. You are not to suffer any boat except that which convoys them on shore to land, 'till twenty four hours afterwards, nor any boat to come on board within that time.

You are then to proceed with His Majesty's Ship under your command to Spithead and acquaint the Secretary of the Admiralty with your arrival and proceedings; For which this shall be your Order.

Given, [&c.] off Charlestown, May the 14th 1780.

Mt. Arbuthnot.

By command of the Admiral.

Will. Green.

PART III

MEDITERRANEAN AND HOME WATERS

in command of Robust and as Rear-Admiral in Howe's Fleet

I. TOULON, ETC.
II. TACTICAL MEMORANDA.

Captain and Commodore
Robust 29 January 1793 to 14 April 1794.

Rear Admiral
Half-Pay 15 April 1794 to 23 July 1794.
Barfleur 24 July 1794 to 9 March 1795.

INTRODUCTORY NOTE

THE principal event of this period of Elphinstone's career is of course the occupation of Toulon. This has been dealt with in sufficient detail by Professor Holland Rose in his *Lord Hood and the Defence of Toulon*, and there is nothing of great importance in these papers to supplement that account; but there are a few documents that may 'extra-illustrate' it. One new fact, of no historical importance but of some personal interest, emerges: Hood originally intended to make Elphinstone the Governor of Toulon. It is clear from this, and other indications, that he had a high opinion of his abilities.

The tactical documents of which the second section is composed have several interesting details; the more important being Howe's proposed method of employing the Portuguese Squadron in action, and his arrangement for stationing three frigates to attend especially on the commander-in-chief and the admirals of the Van and Rear Squadrons. It will be observed that Howe intended to use the Portuguese squadron only against unengaged or detached ships of the enemy; he has no intention of using it to double on the enemy's van or rear. He has also an idea of keeping himself in a detached position in order to be better able to direct the operation of the whole fleet. In 1778 Howe had shifted his flag into a frigate when manœuvring against a superior fleet under d'Estaing, and it would appear from the last document that by the end of 1794 he had extended this idea so far as to contemplate shifting any of the three flags into frigates in order to give greater freedom of control.

I. TOULON, ETC.

HOOD TO ELPHINSTONE

Victory off Cape Sepet.
August 28th, 1793.

Sir,—As I am about to take possession of the town and forts of Toulon and mean to appoint you Governor of it,[1] I do hereby authorise you to accompany the troops into the Great Fort and to take upon you the charge and command of it, as well as of the town, and all officers both civil and military are to obey you as Governor.

I have, [etc.]

HOOD.

Victory. 28th August, 1793.

Sir,—I was aware you would be obliged to send some soldiers into Toulon, and will therefore send you 200 Marines to-morrow morning. The Spaniards will doubtless be under your orders, fully and completely.[2]

I have, [etc.]

HOOD.

P.S.—You must take care to keep sufficient men in Lemarge.[3]

Victory. August 28th, 1793.

Sir,—I am very happy in your note and congratulate you on having possession of the Fort of Lemarge.[4] Admiral Gravina has been with me,

[1] See p. 190 below.

[2] They were subsequently placed under the Spanish Rear-Admiral, Gravina, *vide* Holland Rose, *Lord Hood*, etc., p. 30.

[3] Fort La Malgue, at the east of the town, commanding the outer roadstead.

[4] La Malgue.

and I sent him back immediately to prepare 1100, or 1200 troops, with two hundred Bombardiers, which I hope you will see early in the morning. They will be sent with Dickson to land. I meant to have sent you 200 Marines, (probably more) this evening; but it blows too fresh—and you may not think them necessary; after having the Spanish troops. I propose being in the harbour to-morrow if the wind will serve. I can have no objection to your sending any number of troops you please to Toulon, taking particular care that you keep full enough in Lemarge, and to man the other Forts.

I have, [etc.]

HOOD.

I send you another proclamation [1] which may make an impression upon the populace as well as others.

I am told Cartau [2] is on his march to Toulon from Marseilles.

St. Julian [3] must silence the Forts on Cape Sepet.

You will give the proclamation to the Sextions [4] to publish.

ELPHINSTONE TO HOOD

Toulon. 30th August, 1793.

My Lord,—In consequence of the information I had the honour to send your Lordship yesterday forenoon, and the repeated applications which I had received from the Committee of War and Safety, I thought proper to send a patrol towards Ollioules to reconnoitre the enemy and to examine

[1] Printed in *Lord Hood*, etc., p. 125.
[2] Carteaux.
[3] Rear-Admiral St. Julien.
[4] Comité Général des Sections de Toulon.

their force. At the same time I ordered 300 British and the same number of Spanish troops to be under arms, and directed the Committee of War to furnish a proportion of their best troops, and six pieces of cannon with ammunition and waggons to be in readiness. About 3 o'clock the patrol returned with some peasants who had been wounded by the enemy's Dragoons, who informed me that certain troops of Carteaux were posted at Tenary and Ollioules, about three miles from hence, to the amount of 600 men with 10 pieces of cannon and some cavalry. I instantly marched out with the British and Spanish troops, having four guides of that place along with me, and having left directions that the French troops with the cannon should instantly follow. On the road I met wounded peasants who informed me that their whole force was now posted in l'Ollioules. When we approached within half a mile of that place I observed a party of the enemy endeavouring to gain an eminence on our right. I detached Captains Wemyss and Haddon of the 11th to prevent this, and to advance with their party keeping the possession of the high ground, and sent Lieut. Knight with a party of the same regiment on the like service to the left; both of which duties were admirably executed. I then advanced with the Aide de Camp to reconnoitre the enemy's situation and found they were posted in the village of l'Ollioules upon the side of a steep hill, a deep ravine in their front with a stone bridge over it, defended with two pieces of cannon, and the windows filled with musketry. About 200 yards further up the hill at a ruinous castle there were two more pieces of cannon, and the walls of the vineyards lined with musketry. It was now half past six in the evening, without any

appearance of the French troops or the cannon from Toulon; it became therefore necessary either to attack immediately or to retire. I preferred the former, and ordered the flanking parties to keep up an incessant firing upon the cannon at the bridge. I then ordered the column, under cover of the stone wall, cautiously to advance within two hundred yards and then, being open to the fire of the enemy, to rush forward, which was executed under a very severe fire, when the enemy instantly abandoned their posts in all quarters, leaving us in possession of their cannon, horses and ammunition, two stands of Colours, drums, &c. They were pursued up a very steep hill to the further end of the village. It was now become nearly dark, and the ammunition was expended, which induced me to occupy the eminence, as we were in an unknown country and abandoned by the guides who fled upon the first fire. After halting for an hour, I led the troops back to Toulon with the prisoners and cannon &c. taken from the enemy, and on the road we met the French troops and the cannon which ought to have left Toulon with us, but which unfortunately had been delayed. From the information that we received in the village and from the prisoners we found that we had beaten the *élite* of Carteaux's Army consisting of between seven and eight hundred men and some cavalry, which had been sent from Marseilles for the purpose of overawing Toulon, and that they expected to have been joined the next day by 400 more men and eight pieces of cannon. In this little affair it becomes my duty to inform your Lordship that the conduct of the troops —those of his Majesty as well as those of the King of Spain—was highly meritorious. Captain

Moncrieff of the 11th, Commandant of the British troops, headed the column with a degree of intrepidity worthy of imitation, and Don Montero, Commandant of the Spanish troops, conducted himself with equal valour; but the credit of the day was chiefly derived from the great exertion and gallant behaviour of Captain Douglas, Town Major of Toulon, and it is with grief I add that he was mortally wounded and is since dead; in my mind the King's service has sustained a great loss. The conduct of Ensign Forster of the 30th Regiment who was my Aide de Camp was such as to give me the fullest satisfaction, and I hope will render him an object of attention.

I have, [etc.]

G. K. E.

Killed: Captain Douglas of the 11th Regiment.
Wounded: One Sergeant and six Privates of do.
Three Privates of the 25th.
Three Marines.
Killed: Three Spaniards.
Wounded: Two do.

La Malgue. 3rd September, 1793.

My Lord,—I have the honour to inform your Lordship that upon a complete investigation of the posts to the eastward of Toulon consisting of La Malgue, St. Catherine, Artic, Pharon,[1] Gros Tour and Fort St. Louis, I am under no apprehension whatever for their safety at present, nor do I think that the enemy have either sufficient force or enterprise to attempt of them without a much greater accumulation of strength; but as there is a report in circulation that the French

[1] Faron.

Army had been obliged to evacuate Nice, in which case it is not improbable they may fall back upon this neighbourhood with their force, consisting from 8 to 12,000 men, your Lordship will therefore see the necessity of their being cautiously observed, for which reason I have taken upon me to engage in the most secret manner a set of spies—principally poachers—who shall go into their camps or posts under pretence of selling their game, by which means we shall be enabled to acquire a perfect knowledge of their strength and situation, and perhaps gain some insight into their intentions. This business rests entirely with your Lordship and myself, for nothing can be secret that goes through their Committees, where every man is interested and probably the enemy have too many friends. If these men bring good and real intelligence I shall reward them well, but so as not to lavish public money. I expect one to return this evening from Solier [1] and one from the country of Brignole to-morrow, i.e., where the Italian road joins that to this place. I beg leave to observe to your Lordship that the only authority under which I now act is your Lordship's original appointment as Governor of the Forts La Malgue &c. and town of Toulon, which latter is superseded by the appointment of Rear Admiral Goodall. It becomes therefore absolutely necessary to make a distinction and complete separation of that that is to fall under his charge and that which is to remain with me, to prevent a constant interference in garrison detail. For example, I yesterday relieved the posts of Pharon with 250 British, when the officers relieved instead of returning to this place pursuing to my orders chose to return to Toulon, and left

[1] Solliés.

this garrison with less than 50 British in it all night. Your Lordship may rest assured that in points of general service the only opinion entertained by me will be that of your Lordship and that of Admiral Goodall as I consider myself in duty bound for the good of the Service.

I have, [etc.]

G. K. E.

HOOD TO ELPHINSTONE

Victory, Toulon Road.
September 4th, 1793.

Sir,—I give you many thanks for your very obliging letter of this date, accompanied by a pair of Colours taken in the gallant action of the 30th of last month, where Your Excellency displayed great military talents. I accept the Trophy of your victory as a flattering testimony of your attention to me.

I have the honor to be, with real regard and esteem, [etc.]

HOOD.

His Excellency,
Governor Elphinstone.

ELPHINSTONE TO HOOD

La Malgue. 9th September, 1793.

My Lord,—I have the honour to send your Lordship some information of consequence. Puissant, Commissaire Ordonateur of the Arsenal, which puts him at the head of that important department, is said to have been a Commis of the Jacobin Club at Paris and sent by it on purpose to be here under their direction. His conduct in obeying orders with the utmost dilatoriness

justifies the suspicions of his being still in the same interest, and he is one of those who is said to have levied contributions on the inhabitants; the above I have from two men of credit. At the time I took possession of this Fort, I found a Committee of Safety in it who meddled in all things, and was so oddly composed that I sent them all out; but if those in whom your Lordship can depend will send me one or two respectable men who know the character of the national troops they would be of use to furnish me with the necessary information respecting the description of soldiers I ought to admit into the garrison. I am also told that two deserters who came in the other day from the Army of Italy with their horses are confined in prison, and that is likely to produce the effect of preventing further desertion. It is customary on such occasions to pay the deserter the value of his horse and accoutrements and to give him all the indulgence consistent with the general ideas of prudence and safety.

I have, [etc.]

G. K. E.

ELPHINSTONE TO ADMIRAL GOODALL

La Malgue. 30th September, 1793.

Sir,—The cause of all the alarm at Pharon has been owing to that undisciplined Spanish Banditti —who also fired a gun in this Fort yesterday— no one can tell why. If an example is not made our situation is truly miserable. Captain Dexter complains that the men who work at the Pas de la Masque are spies, and wishes them to be changed; of which I approve much. The Spanish General must discontinue to send orders to the

Forts under my government because it will be impossible for the Commandant to obey them.

I am, [etc.]

G. K. E.

Governor Goodall,
Toulon.

ELPHINSTONE TO ADMIRAL GRAVINA

La Malgue. 14th October, 1793.

My Dear Sir,—I am much surprised to hear from the Fort Major that Brigadier General Eskerdo[1] came into the garrison where I was, and without taking any notice of me ordered the troops of His Most Catholic Majesty under arms —he further addressed himself to the Fort Major saying that he was Commander in Chief of all the troops and that he had cause to complain of me for having given orders derogatory to the troops of Spain. In the first place I am Governor of this place and the dependent Forts, and am alone answerable for the orders given therein; in the second place I am happy to inform your Excellency that I have never given any order but in common to the troops of all nations in the garrisons, and of which I am sure you will fully approve. I have been led to look up to your Excellency as Commander in Chief of the troops, and I shall be very sorry to discover I am wrong. Let me assure your Excellency that I am not the man capable of giving any offence to any officer or soldier in the service of the King of Spain—or to any under the orders of an officer I so highly esteem as your Excellency and Don Juan de Langara, and I trust no part of my conduct can be construed into any disrespect towards Brigad[r]. General Eskerdo. I am therefore extremely

[1] Izquierdo.

astonished at the Brigadier's having treated me with so little attention. If your Excellency is pleased to mention any order not strictly consistent with good order and military discipline I will be glad to send a copy of it, and submit it either to your Excellency or the Commanders in Chief Lord Hood and Don Langara. At the same time, if in future any officer in the garrison shall presume to complain—excepting in the regular manner—I shall be obliged to put them under arrest and request a Council of War on their conduct. I am extremely sorry to trouble you on this occasion—when all our efforts are requisite for the service of our Kings in a glorious cause—and assure your Excellency that I have, [etc.]

G. K. E.

ELPHINSTONE TO HOOD

La Malgue. 26th October, 1793.

My Lord,—On the 28th of August about 5 in the morning I was called on board the Victory by signal and was there told by the Commander in Chief that he had determined to avail himself of an offer made by a party at Toulon of admitting troops into Fort la Malgue and that city, and his Lordship had chosen me to make the descent with the troops. At the same moment I was presented with the following authority :—

> By the Right Honorable Samuel Lord Hood, Vice Admiral of the Red and Commander in Chief of His Majesty's Ships & Vessels employed & to be employed in the Mediterranean.

WHEREAS I have taken possession of the great Fort of Malgue, and all others dependent on it, and it being absolutely necessary, they should be in the Charge of an Officer of proved zeal and ability.

I do hereby constitute and appoint you Governor of them, strictly charging and commanding all Officers Civil and Military and others to obey you as Governor.

Given under my hand and Seal on board His Britannic Majesty's Ship Victory in the Outer Road of Toulon 29th August 1793.

(Sd.) Hood.

By Command of the Admiral
(Sd.) Jno. McArthur.

To The Honorable
George Keith Elphinstone hereby appointed Governor of the great Fort of Malgue & all others dependent on it.

About 7 o'clock in the morning ships made sail towards the bay (or Cove of St. Marguerite) [1] and it was near 9 before all the troops were on shore. I begun the march keeping the high ground towards Fort la Malgue and from the heights I first discovered the Spanish Fleet at a great distance. About mid-day the British troops got into Fort la Malgue, and so soon as the necessary guards were taken by them to render the place secure, the troops were assembled on the parade, and I had the honour to proclaim Louis the 17th King of France in French and English to the apparent joy of all present. Soon after this a deputation came and said there were many displeased I had not proclaimed the Law and Nation, to which I replied that to whatever the Commander in Chief had agreed I would bind myself to fulfil, but I apprehended that could go no further than the Constitution the late King had himself accepted of. With this the late French Governor of the Fort made the French acquainted, and by their applause they seemed

[1] In the outer road.

perfectly satisfied. I then proceeded to read my authority to govern, and had the keys delivered to me. Soon after deputations came from the different orders of Toulon to pay their compliments, and to request I would send troops to the City as they apprehended tumult on the part of the factions, and by the seamen from St. Julien's Fleet who were landing in crowds. I ordered the 69th Regiment into Toulon and pointed all the cannon of the different forts towards the Fleet. Four ships slipped their cables and came into the inner harbour, and about 3 o'clock I received information that St. Julien had fled and that all the ships had submitted. On the 29th of August I repaired to the City of Toulon, and was there, upon reading my authority in presence of the Committee General of War and Safety, presented with the keys. Those of the Gates and Arsenal I delivered to the Fort Major ; such as related to the Civil Government I returned after the same ceremony that had taken place at La Malgue. I secured the Town Gates and with the chief of each department concerted proper measures for the general defence of the place, and fixed on the requisite number of troops for all the out garrisons. In the evening of this day some of the Spanish Marine Troops landed at Fort la Malgue and were ordered into town.

On the 30th, after great fatigue of business until 3 o'clock in the afternoon, I found myself obliged to go out with the troops to Ollioules from whence I did not return until very late, and next morning, the 31st, represented to your Lordship by Sir Hyde Parker that I found myself inadequate to deal with the complicated Government of Toulon and to manage the very important Military Government of La Malgue and its dependencies

at the same time I was to lead the troops in the field, and to request more assistance, or some other arrangement. On the afternoon of this day I was informed on board the Victory of the intention to send Admiral Goodall to be Governor of Toulon, and Don Fred^k. de Gravina to command the Spanish troops. On the 1st of Sepr. I had the honour to attend your Lordship to the Government House at Toulon, and by your order addressed the Committee, assuring them of your intention to fulfil the agreement made and protect them, but that the mode of governing must remain with your Lordship. I then presented Adm^l. Goodall, their new Governor. The President gave me some small keys of the Archives and Treasury to present to your Lordship, but the keys of Toulon were in my custody at that moment. This transaction was so very public that it requires no farther comment than that in consequence of a non [? new] commission I took upon me the Military Government of Fort la Malgue &c. I have subjoined some correctory papers, and have, [etc.]

G. K. E.

N.B.—The moment was critical. On the 28th August I got into La Malgue about noon; on the same evening the Army of La Barre from Nice arrived at La Valette only two miles hence. On hearing I was in La Malgue he retreated to Brignole without halting.

HOOD TO ELPHINSTONE

Victory, Hières Bay.
January 4th, 1793[4].

My dear Elphinstone,—With this you will receive an order to draw on the Lords Com-

missioners of his Majesty's Treasury for a sum equal to one month's pay for the officers and crews of the Pompey [1] and Arethusa ; also for hoisting a distinguishing pendant,[2] after leaving this Bay until you enter the Channel not meeting with a senior officer to yourself, and am very happy in giving you this proof of the regard and esteem, with which I have the honour to be most truly

Your faithful humble Servant,
HOOD.

P.S.—Probably you will be able to manage to carry the Pompey to England, if not the Puissant and Arethusa also, by taking the Royal Louis and Chausuers,[3] which may be sent back or to Lord Moira ; but you must on no account take a soldier of the *Royal Irish*.

CAPTAIN POLE TO ELPHINSTONE

Colossus. Sunday, February 9th, 1794.

My dear Sir,—The arrival of the Culloden was one of those very untimely events, which make me call myself unfortunate. An officer was on Shore from the Colossus for the purpose of seeing the money weighed, Mr. Duff having given me notice that it should be shipped the next morning —when behold the Baronet [4] takes every dollar on board the Culloden. He hath now on board 462,000 and I think it very probable that he or Colpoys may wait to collect all that may be to

[1] Pompée brought from Toulon.
[2] *I.e.* as Commodore.
[3] The Royal Louis Regt. and the Chasseurs had been evacuated from Toulon.
[4] Commodore Sir Thomas Rich, then Senior Officer at Cadiz.

come—so that we shall be at least unlucky.[1] The Masters of 30 Vessels have been on board, 21 of which are Dutch, and out of the whole 30 only five bound to London or any port in Great Britain. We have here a Dutch 64 (Overyssel) so rotten that it is expected that she will be broke up here and merchant ships hired to carry her men home. As my thoughts often turn on the difficulties which may occur to you, in our present undertaking—it also appeared to be that it might be possible to put a few of these Dutch men and Officers into each French ship and that it might be attended with mutual advantage and accommodation. However this is only the reverie of a moment, and may be fraught with a thousand objections. If the Culloden and Hannibal could be prevailed on to add their mite, it would certainly set you much at ease, and so a material benefit to the Service. I shall be very sorry to hear your news of the Juno confirmed.[2] Surely the Dons must be mad if they have such an idea in their heads. A revolution in their country must immediately follow such a step. I believe the ships you saw were a frigate and store ship bound to the bay of Rous,[3] they sailed the morning we came in, since which a line of battle ship, and a frigate have put to sea, and they now have 17

[1] The captains received a percentage upon bullion conveyed in H.M. ships ; in this case apparently from Cadiz to England.

[2] There is no copy of the letter to which this is an answer. The Juno, which had been in the Levant, entered Toulon on 12th January thinking it was still in British occupation and very narrowly escaped capture, but this cannot be the incident referred to, nor can it relate to H.M.S. Juno at all. Possibly there was some incident connected with the French Junon which led Elphinstone to anticipate that Spain intended to change sides—as it did two years later.

[3] Ile Rousse on N.W. coast of Corsica can hardly be meant, perhaps he means Gulf of Rosas.

sail of the line equipping and ready except for men. This morning a frigate sailed for Carthagena, carrying a Vice Admiral thither who is to take the command of the fleet. It is said that Langara is to remain in office at Madrid. I made immediate application to the Culloden for provisions, but found in the first article, bread, they were more deficient than prudent, having less than four weeks; perhaps Colpoys when he arrives may be better off, if so, we shall get all he can or will spare. Mr. Duff hath just told me there is an American with about 8 or 9000 weight at 24 shillings the hundred, the biscuit is tolerable. If by any means we should be able to scrape together enough for the voyage, it certainly would be good economy, even if you are obliged to pay extravagantly as, detaining a convoy is of more consequence. I shall put this letter into Captain O'Brien's hands immediately, and if Culloden hath no orders for him I shall recommend his moving back to you directly.

I am, [etc.]

CH. M. POLE.

HOOD TO ELPHINSTONE

Victory, off Bastia. April 24th, 1794.

My dear Sir,—I give you a thou[san]d thanks for your very friendly letter of the 28th of March, and most sincerely congratulate you on your safe arrival in England with the valuable and important convoy you had the charge of. If by following the dictates of my duty in an attempt to do justice to your merit, I have been in any degree serviceable [to] you, it will be a very lasting satisfaction and pleasure to me.

Finding nothing could move Lieut. Col. D'Aubant to co-operate with me for the reduction of Bastia I felt it my duty to try what I could do with His Majesty's forces under my immediate command.[1] On the 11th I opened batteries upon the town with wonderful effect, the loss of the enemy in killed and wounded has been very great and they have now between three and four hundred in their hospitals, whilst our loss has been very inconsiderable indeed, and would the troops from St. Fiorenzo, where there are near 1200 effective men, but have shewn themselves upon the heights, we should have been in Bastia some days ago: which would have been highly advantageous to the King's Service from the present state of things in Piedmont and Genoa. That the town will be reduced, I have not the shadow of doubt, but every day's delay is extremely prejudicial, and Lacombe St. Michael[2] keeps the spirits of the people up by daily haranguing and telling them that they have nothing to fear from St. Fiorenzo, for the troops there will give no assistance to the fleet. I only wished Lieut. Col. D'Aubant would allow the troops to encamp upon the heights, in doing which there could not be the shadow of danger.

With every good wish for the perfect and speedy recovery of your health.

I have the honor to be, with real regard and esteem, [etc.]

HOOD.

[1] For the dispute between Hood and the soldiers, see Fortescue's *Hist. of the British Army* vol. iv. pt. i, Nicholas's *Dispatches* vol. i., and Maurice's *Diary of Sir John Moore.*

[2] A deputy of the Convention.

II. TACTICAL MEMORANDA.

ADDITIONAL SAILING INSTRUCTIONS

The Victory at sea. August the 3rd, 1793.

Memo.

It having been represented to the Commander in Chief that ships of the Centre and Lee Squadrons in tacking or wearing in the night, frequently attempt and sometimes do go through the Line of the Squadron to windward, at the great hazard of running on board each other, contrary to the 2nd Article of the Instructions respecting the Orders of sailing.[1] It is the Commander in Chief's positive orders that the leading ship of each Squadron (followed in turn by those of the respective Squadron) do pass astern of the last ship in the Squadron to windward continuing on the

[1] 'The Fleet is generally meant to be steered no nearer than a Point from the wind, in order to enable the most leewardly ships to keep their stations. The squadrons are to keep about one and a half, or two miles asunder, that the leading ships of the Centre and Lee Squadrons (followed in turn by those of the respective Divisions) when to tack in succession, may pass astern of the last ship in the Squadron next to windward continuing on the former tack.

'The ships of each Squadron are generally meant to be kept about three cables length, or such more convenient distance from each other as may be requisite according to the state of the weather, to allow sufficient time for their seconds ahead to come to the wind when to tack in succession, before they put in stays.

'They will be thereby enabled to fall immediately into their stations, when they put about, in the wake of their leading ships. And when such limited distance is for some continuance exceeded in any material degree, the ship next in succession to that not adhering to the appointment is to take and occupy the vacant space, until this last may be able at a suitable opportunity to resume her sailing-station.'

former tack, and that the ships do carefully conceal all light on board, it being difficult to distinguish the Flag Officers from the number of lights in many of the ships' cabin and wardroom windows.

H. PARKER.[1]

A copy.

PHIL[P] COSBY.[2]

ORDERS FOR COMBINED FLEET

ARRANGEMENT OF THE FLEET IN ORDER OF BATTLE AND OF SAILING.

WHEREAS it is intended that a Squadron of Portuguese Ships of War under the command of the Rear Admiral Seignor Antonio Ianuario should be to co-operate with the Channel Fleet on the present occasion; the Order of Battle and arrangement of the united Force are to be regulated as undermentioned.

The Body of the Fleet will be to consist of the British Ships; the Reserve or advanced Detachment of the Portuguese Squadron.

The Commander in Chief will remain for the most part with the Body of the Fleet, and lead the Starboard or weather Column in Order of Sailing; and the Reserve or advanced Squadron, conducted by the Rear Admiral Seignor Antonio, be stationed on the quarter to windward (as the course of the Fleet is varied) of the weather Column when sailing by the wind, or large; and without the Body of the Fleet, on either part, when sailing before the wind. The advanced Squadron is proposed to be kept about three miles distant from the Body of the Fleet, more or less, according to the state of the weather, but to be sufficiently closed to the Fleet always before night (and in thick weather more especially) for better assurance of

[1] Rear-Admiral Sir Hyde Parker, Hood's Captain of the Fleet.
[2] Vice-Admiral of the Blue, with flag in Windsor Castle.

being able to notice the movements and signals made for the conduct of the Fleet, and preventing separation from it.

The Commander in Chief will most probably take his station, when to come to battle with the collected force of the Enemy, for directing the service of the Body of the Fleet. The Portuguese or advanced Squadron will be (for supporting the operations of the British Squadrons) to act on such occasions of general engagement against the unoccupied Ships of the Enemy's Rear or to attack any of their separated Ships as circumstances render advisable, in the judgement of Seignor Antonio; when not in any different manner by signal or other notification from the Commander in Chief appointed.

Given on board the Charlotte at Spithead August 11th, 1794.

HOWE.

ARTICLE TO BE INSERTED IN THE INSTRUCTION BOOK PAGE 24, HAVING REFERENCE TO THE SIGNAL 6, PAGE 4, IN THE SIGNAL BOOK.[1]

ARTICLE XXVII.

If when the triangular flag White with Red Fly (Signal 6, Page 4, of the Signal Book) is hoisted, and the Fleet is then formed in Order of Battle in a succession to each other different from the established Order delivered; whether in consequence of the signal for forming the same, '*as most convenient from the accidental position of the Ships*,' or otherwise, whereby any of the Leaders of *Divisions* may not occupy the places originally assigned them in the Order of Battle, the headmost ship of the Line under those circumstances is to be considered as the Leader of the first Division of the Fleet, and every subsequent 4th, 5th or 6th Ship (according to the number of

[1] 'That the purpose of the signal made herewith (as for altering course, the leading ship of the several Divisions *first*, and the others of the same Division in succession, etc.) relates to the movements of the Fleet by separate Divisions, independent at that time of each other.'

ships of which the several Divisions in the established Order of Battle consist) is to become the leader of each of the other accidental Divisions of the Fleet, throughout the line. In which station and character, those ships are to perform every movement indicated by signals made, whilst the triangular flag White with Red Fly is continued abroad. In the same manner as if they had been originally appointed to occupy such leading stations.

They are consequently to be followed in such movements by the intermediate ships, considered as, and constituting such several Divisions for the time being, as in the signification annexed to the said Signal 6, is expressed.

These temporary arrangements of the Fleet and institution of the Divisional Leaders are to take effect equally, when the regular Succession of the Ships in each Column in *the Order of Sailing*, has been altered in the same manner. And it is farther to be remembered that the ships happening to be placed by such appointments, in the Van, Centre, and Rear of the Fleet, are to perform for the time being, the services incident to those stations.

It will be more particularly necessary for the object of this Instruction, and is also meant on every other occasion, that the several divisional Commanders should not be confined in the exercise of their superintending authority to the regulation of the ships of their own Division alone. But that when they perceive the ships of any other Division or Column fail of keeping in their proper stations, which omission the particular Commander of such Division or Column, by being placed in the same Line or Column, cannot always so readily observe ; they are desired by suitable admonitory signals to correct such essential inattentions.

MEMORANDUM

The Charlotte, in Torbay.
6th November, 1794.

When in presence of the Enemy's Fleet with a prospect of bringing them to a general action, the Pallas [1] is to be

[1] A 32-gun frigate.

considered as being particularly appropriated to attend the Admiral or Senior Commander of the Centre Squadron. The Latona [1] to attend the Commander of the Van Squadron, to be employed occasionally as he may direct; and the Southampton [2] the Commander of the Rear Squadron, in the same manner; if not otherwise, at such time, under any special appointment by signal from the Commander in Chief.

N.B.—The Latona is appointed in the room of the Stag as inserted in the order of Battle delivered.

HOWE.

[1] A 38-gun frigate.

[2] A 32-gun frigate.

PART IV

THE CAPTURE OF THE CAPE OF GOOD HOPE

1795–6

Flag hoisted in H.M.S. Monarch 10 March 1795.
Promoted to Vice-Admiral 1 June 1795.
Flag shifted to the fore 4 September 1795.
Flag struck 13 January 1797.

INTRODUCTION

In the winter of 1792 the French Revolution had reached such a critical stage that the British Government began to have fears that they might be drawn into the conflagration. They sent word to St. Helena and the Cape of Good Hope to warn the ships of the English and Dutch East India Companies of the state of affairs, in order that these might exercise due precaution as they approached home waters. This foresight was more than justified, for on the 1st February 1793 France declared war upon England and Holland.

The political state of the United Provinces of the Dutch Netherlands, usually called by us Holland, after the name of the principal province, was very unstable. The Stadtholder (William V, Prince of Orange) had, five years earlier, been on the point of being driven from the country by the revolutionary Dutch party known as the 'Patriots' when he was saved and restored to his position by the intervention of Prussia and England. For a time this 'Patriot' party was effectively put down, but it still had a large number of adherents, though most were exiles in France, and in November 1792 these were urging Dumouriez, who had overrun the Austrian Netherlands (now known as Belgium), to enter Holland and assist them in remodelling the Republic. Dumouriez was preparing to do this. Owing to a like state of affairs in Belgium he had made an easy conquest of that country, and he hoped to have an equally facile task in the Dutch Netherlands with its seven

Independent States, mutually jealous of one another.

The English East India Company were nervous about the possible results of the Dutch possessions at the Cape of Good Hope falling into the hands of the French. Although the outward-bound trade (for reasons due to the prevailing winds and currents) made the passage to India down the coast of Brazil and usually passed well to the south of the land, the homeward-bound ships made their way home close to the Cape and East Coast of Africa and called in at St. Helena, which then belonged to the English Company. Often they found it necessary to look in at Cape Town for stores or provisions, and in fact the Company kept a resident agent there to assist them in obtaining supplies. Closely bordering on the route between India and the Cape lay the French Islands of Bourbon and Mauritius. These islands in past wars had been dangerous bases for French privateers, but fortunately they were not self-supporting and could not be kept effective unless they were supplied with provisions from outside sources, of which the Cape was the most important. It will be observed that plans for masking or reducing these bases run as an undercurrent throughout the operations which form the subject of the following correspondence.

Directly war became inevitable the English Company moved Grenville, the Foreign Secretary, to send to the English Ambassador in Holland (Lord Auckland) a memorandum in which the Company suggested that it should send troops from St. Helena to the Cape to assist the Dutch against any possible surprise by the French, and recommended that strict instructions should be given by the Dutch authorities to their representa-

tives at the Cape that no provisions or stores should on any account be supplied to the French Islands. The Dutch Company, perhaps because of the cumbrous method of Dutch Government (due to there being so many masters), did not reply immediately, beyond pointing out that they had more troops at the Cape than the English Company had supposed.

Shortly after the outbreak of war, Dumouriez issued a Proclamation to the Dutch in which he denounced the Stadtholder as a 'demi-despot' who had favoured the English commerce at the expense of the Dutch and was about to hand over their establishments at the Cape and Ceylon to the English. He asked the Dutch if they supposed the English would ever give them back again, and recommended them to send the Stadtholder and his house back to Germany. This Proclamation appears to have been issued between the 17th and 20th February 1793, and it is quite clear that he had speedy information of everything that was being discussed between the English and Dutch Governments. He then started to invade Holland, and if he had had only the Dutch to deal with he would possibly have made short work of the business, but on the 18th March the Austrians completely defeated him at Neerwinden. This was practically the end of Dumouriez, and for a while it put a stop to the French projects.

On the 28th March a deputation of the Dutch Company called on the English Ambassador and expressed a desire to be assisted either by H.M. ships or by the troops of the East India Company in keeping possession of the Cape, and said they would be glad to avail themselves of any convoys that might be sailing to the East Indies. As regards homeward-bound convoys the English

Government saw no difficulty ; the Dutch ships could fall in with the English and take advantage of the convoys from St. Helena, but there was a difficulty in regard to the outward convoys because the merchant ships going to the East often sailed under the convoy of H.M. ships destined for other services, and it was impossible to give any long warning of the date on which such convoys would sail ; but if the English Government knew for certain when the Dutch trade was likely to be ready they would do their best to give them facilities for taking advantage of the English convoy system.

As a result of the victory gained at Neerwinden and apparently also because the Stadtholder feared that any engagement with the English Government would be taken amiss by his political opponents, all these conversations seem to have lapsed, and nothing further was done in the matter until a year later. In April the acting Minister at The Hague reported that the Dutch believed there was a considerable force being collected by the French at Bourbon and Mauritius, and they were nervous about a rumour that six French ships of the line had set sail with the intention of making a descent upon the Cape.

In August 1794 the French reoccupied Brussels and the Dutch and English forces retired into Holland. For a time the Dutch made a good resistance to further French attempts, and by flooding the country prevented them from penetrating far over the frontier. But the winter of 1794–5 was a very severe one ; it froze all the flood water and provided a level plain upon which the French could manœuvre with safety and facility. The French Army of the North under

Pichegru then rapidly overran Holland, defeating the Dutch, English and Hanoverian forces that they met. Deserted by Prussia, distracted by internal dissensions and insufficiently supported by their allies, the Dutch Government had in November informed the English Government that they would have to sue for peace, and when in the middle of January the remaining English, Hessian and Hanoverian troops announced their intention to retreat behind the Yssel the Dutch States were forced to make terms with the French. On the 18th January 1795 the Stadtholder, seeing that all was lost so far as he was concerned, entered a fishing-boat at Scheveling and fled across to England. He landed at Harwich the next day and made his way to London, where he was accommodated for a short time at Kew and then given apartments in Hampton Court Palace.

On 4th January 1795 Sir Francis Baring, the Chairman of the East India Company, was writing to Dundas, the Secretary of State for War :

> I beg leave to suggest for your consideration how far it might be right to prepare for an attempt on the Cape of Good Hope which I conceive may easily be surprised, but difficult to conquer if the French shall be suffered to throw a garrison into it. The importance of the Cape is in my opinion comprised under two heads—as a place of refreshment for our ships on their return from India, as St. Helena is unequal to the supply, and we should be much distrest for a substitute if the Cape is lost to us. Secondly, whoever is Master of the Cape will be able to protect, or annoy, our ships out and home, serving at the same time as an effectual check upon Mauritius, &c.—but as a Colony it would be rather dangerous, as there is too much encouragement for settlers and we have already too many drains upon our population.

On the 12th he wrote again, giving a list of

the Company's ships that were available as transports and the number of men they could carry, but the most interesting part of this letter is its enclosure which sets forth the value of the Cape as then understood :

The Government at the Cape, which is more properly that of the Dutch East India Company than that of the States, has been most tyrannical and oppressive and given the greatest cause for dissatisfaction ; it has had in view to provide for hungry dependents, whose compensation must arise from plunder and not from salaries which the Company from poverty could not pay. The inhabitants are therefore ripe for revolt, but I apprehend such a disposition is not to revolt against their country but against the Company ; and as there are foreigners of every description, Germans, Swedes, Danes, &c., I apprehend they are very much tinged with Jacobin principles. It should be observed also, that the Stadtholder had no real authority even before he quitted Holland ; his title is sufficiently descriptive of his situation, which is well known to every Dutchman, and therefore too much stress ought not to be laid on the use of the name, further than the personal influence of an individual ; as I doubt whether the Dutch at the Cape would place any confidence in surrendering to the Stadtholder as trustee in behalf of their country. Whoever may be entrusted with the negotiation to obtain a surrender should be apprised of this circumstance, that he may be prepared on the subject.

The importance of the Cape with regard to ourselves consists more from the detriment which would result to us if it was in the hands of France, than from any advantage we can possibly derive from it as a Colony. It commands the passage to and from India as effectually as Gibraltar doth the Mediterranean, and it serves as a granary for the Isles of France ; whilst it furnishes no produce whatsoever for Europe, and the expense of supporting the place must be considerable.

Under these circumstances it is submitted whether

any detriment can arise by holding out the following encouragement, which it is presumed will tempt the inhabitants, if anything can :

That their laws and customs shall be preserved to them ; that no taxes whatever shall be imposed, relying on their making proper provision for the expense of the internal government of the country ; that their internal trade shall be perfectly free ; that they may trade to and from the English East India Company's possessions in India free from duty, with the same advantage as British subjects, or the subjects of the most favoured nation ; that they shall enjoy all the advantage of a British Colony in their trade to, and communication with Great Britain ; and finally, full protection to their persons, religion, and property.

The freedom of trade is limited *internally* ; because it may be convenient to restrain altogether their intercourse with the Isles of France during war, but I have some apprehension they will be aware of the circumstance, and that it may occasion difficulty, which must be met according to circumstances, and must *not* be yielded to them.

The privileges and interest of the English East India Company will be completely guarded ; for as their trade to and from India alone is unlimited, and that they are permitted to trade or communicate with G. Britain as a Colony only, the monopoly of the English East India Company which relates to the supply of the home consumption, is effectually protected.

The produce consists at present in provisions, particularly wheat ; and the great consumption of the surplus produce is at the Isles of France and the Company's or other ships touching at the Cape in their voyage to and from India. The permission therefore of colonists to introduce their produce for the consumption of G. Britain cannot clash with any other existing interest at this moment. It may merit consideration, if this country should obtain possession of the Cape, and be mad enough to encourage colonization, but without that circumstance I see no great reason to fear for the concessions proposed.

The local government was indeed in a bad way. The Dutch Company was bankrupt; it had for years been living beyond its means and was only kept alive by loans from the Dutch Government, to which it was indebted for about £10,000,000. Its agents at the Cape, unable or unwilling to keep expenditure below income, had covered their deficiencies by the issue of paper money based largely on their credit: gold and silver coin had disappeared, and if the Company fell the currency at the Cape, already at a discount, would become almost valueless. There were two main parties in South Africa: the settlers or boers and the Company's servants. Of the settlers many were already in revolt against the Company's government and wanted to set up an independent republic; they could provide a militia that was formidable if well led, and in any case their sympathies were with the French and against the British. The servants of the Company, who did not want to lose their only means of livelihood and stood or fell with the Company, of which the Stadtholder was the nominal director, were Orange in sympathy, but had to reckon with the *de facto* government of Holland, by whom they might sooner or later be called to account. Of the troops, the infantry, who numbered about 600, were mercenaries. Their officers were Orange in sympathy, and the rank and file (mostly German) did not care what master they served provided he paid promptly and in cash. The artillery, on the other hand, was almost entirely Dutch; it was numerically strong, numbering about 430, and nationalist in sympathy. In addition there was a native corps of 210 men, and a somewhat undisciplined militia.

It was becoming clear that the change of

Government in Holland was turning that country into an enemy, and the British Government thought that they had better secure the base at the Cape before anything serious happened. Accordingly they determined to send out an expedition to occupy it.

On the 1st February Grenville wrote to the Duke of York asking him to see the Stadtholder and obtain from him an order to the commanders of forts and vessels abroad to place themselves under British protection, and enclosed a memorandum for the Prince to sign in which he was made to say that he was 'solemnly assured on the part of His Britannic Majesty that the same shall be restored in full sovereignty and use to Their High Mightinesses as soon as ever it shall please God to restore to my afflicted Country the blessings of independence and of its ancient and established form of Government.' Thus on the 7th February they obtained from the Stadtholder two written orders: one addressed to the Governor of the Cape instructing him to admit to its fortifications any troops sent thither on the part of his Britannic Majesty and to receive into its harbours any of his ships, and charging him to look upon them as 'troops and ships of a power in friendship and alliance with Their High Mightinesses, and that come to prevent the Colony from being invaded by the French'; the other was addressed to the Commanding Officer at sea, and instructed him to place himself under the orders of any commanding officer of H.M. ships older or higher in rank and not to oppose him.

From a letter that Dundas wrote to Spencer some time in that month it appears that the Secretary of State for War had an idea of placing Jervis in command of the expedition, but this was

abandoned, possibly because he was not then in good health, and the command was offered to Elphinstone who was ordered to hoist his flag in H.M.S. Monarch on 10th March. A few days later, after he had pointed out the difficulty he experienced in dealing with the Navy Board and other public departments owing to the fact that he had not received any formal appointment, the Admiralty issued him a commission appointing him 'Commander in Chief of a squadron to be employed upon a particular service' and gave him formal instructions to take his further orders from the Secretary of State. Meanwhile Dundas, through Evan Nepean his Under Secretary, consulted Captain Blankett, who had served in Indian waters and knew the Cape of Good Hope well. Blankett gave a general summary of the state of affairs there and stated that the Dutch looked on that Station merely as a place of refreshment for its East India trade and that 'considered as an entrepot between Europe and Asia it has every advantage that can be wished'; and he went on to say that

> All ships going to or from India make the land about the Cape, and strike soundings on its bank, cruisers on this station therefore can only be counteracted by strong convoys; as our trade is almost periodical, such convoys will be liable to the risks attending long passages, such as separation, accidents, sickness, &c. The Mauritius, now kept quiet for want of means to fit out their cruisers, aided by the assistance of the Cape will become a nest of pirates, secure and unattackable amongst their own rocks.
>
> Whatever tends to give to France the means of obtaining a footing in India is of consequence to us to prevent. It would be idle in me to say anything more to point out the consequence of the Cape than to say that what was a feather in the hands of Holland, will become a sword in the hands of France.

The Government were evidently very nervous lest a French force should get to the Cape first, and Dundas, who directed the operations and gave his orders direct to the Naval Officers concerned, sent Blankett down to Portsmouth on 16th February with instructions to take such ships as the Admiralty had got ready for him, crowd in as many troops as he could find room for, and with Major-General Craig as coadjutor push off at once. Incidentally I may remark, as a further instance of the peculiar—not to say objectionable—administrative methods to which I have referred on page 3 above, that Blankett was told 'in case any unnecessary delay should arise in the equipment of your ships, I desire you will report the same to me, in order that the proper measures may be taken for removing them in the present instance, and preventing similar impediments on any future occasion.' A similar instruction to Elphinstone led to a passage at arms between him, Cornwallis, the Admiralty and Dundas a few weeks later. Blankett and Craig were to land at the Cape if they agreed that the conditions were favourable, and Craig was then to endeavour to induce the German regiments there to turn over to the British Government, by offering to pay them all arrears due to them from the Dutch.

As the result of this haste the Expedition left England in three parts, which finally had to come together before the operation could succeed. The advanced squadron under the command of Blankett, who was made a Commodore for the purpose, consisted of the America (64), Ruby (64), Stately (64), and Echo (Sloop). It embarked 515 troops in all, under Major-General Craig, after discharging all the marines and boys from the ships in order to make more room for them, and

sailed on the 27th February from Spithead, but did not get clear of the coast till the middle of March. This was followed by the main squadron under Elphinstone, consisting of the Monarch (74), Victorious (74), Arrogant (74), Rattlesnake (16), and the Arniston (Indiaman), to which the Sphynx (24), originally intended for Blankett's squadron, was added before they sailed. It had been intended that the main body of troops under Major-General Alured Clarke, in ships of the East India Company, should accompany this squadron, but they were not ready and Elphinstone was sent on without them. He left Spithead on 3rd April. Clarke's troops, some 3000 in number, sailed on 15th May under the convoy of H.M.S. Hector, and proceeded to St. Salvador (now known as Bahia), on the coast of Brazil, where it arrived on the 7th July and anchored to await further convoy to the Cape. Despite protests made to Dundas, the expedition had been forced to sail unprovided with either field artillery or money, a circumstance that reflects great discredit upon his management.

Clarke was told that he might expect to find Elphinstone, or a detachment from his squadron, at St. Salvador. If he learnt that Blankett and Craig had not been successful he was, in concert with Elphinstone, to make 'an immediate and vigorous attack on the Cape,' and if successful 'to take possession of the Colony in His Majesty's name,' offering liberal terms to the garrison. Finally he was to go on to Madras with at least half the troops.

Elphinstone proceeded direct to the Cape by the usual route, calling only at Santa Cruz, where he remained from 13th to 16th April. The Arniston quitted the squadron on 12th May on

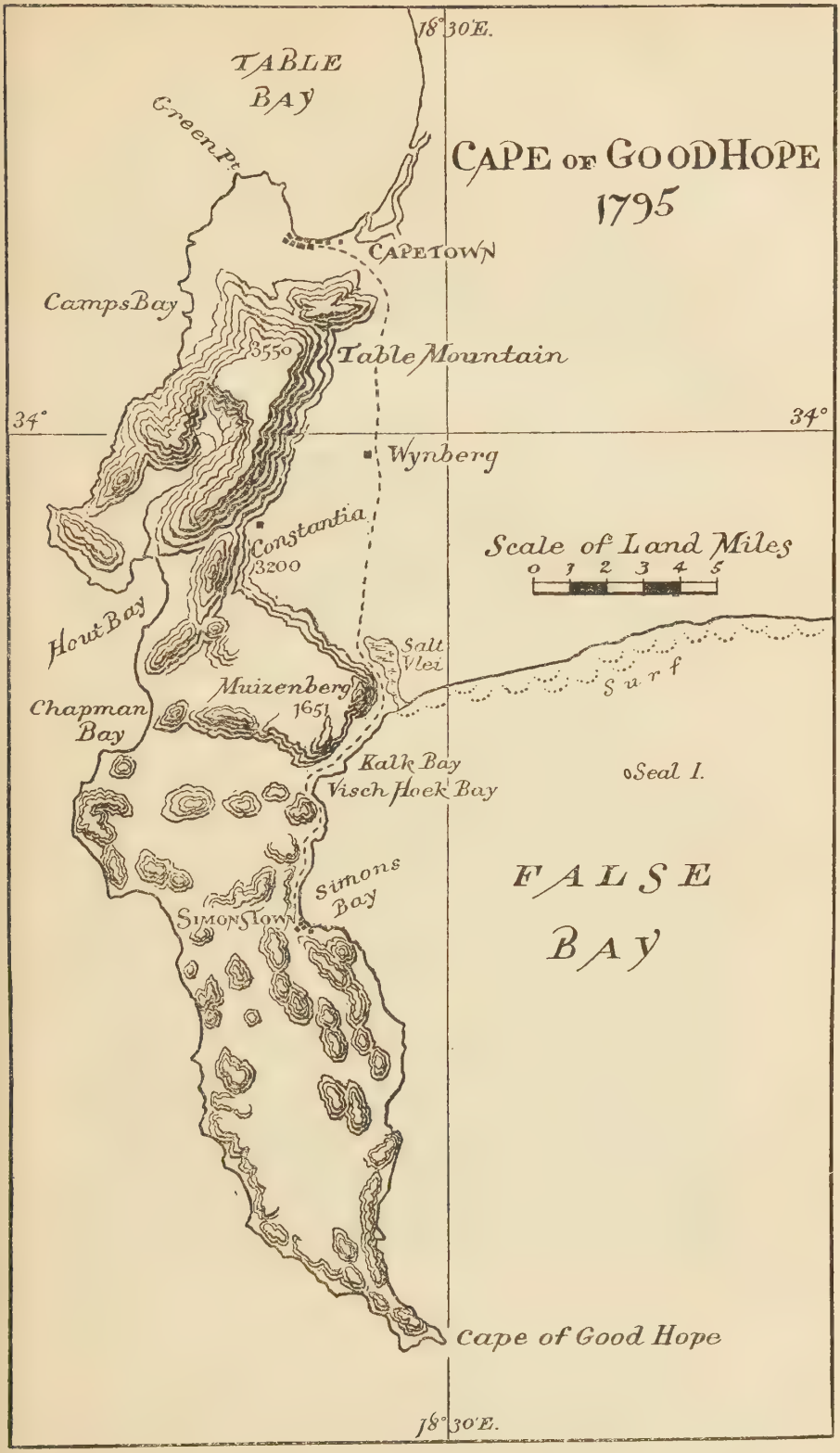
her way to St. Helena, taking a letter to the Governor and instructions for Captain Essington of the Sceptre, and for Blankett if he should be found there. On 10th June the land near Cape Town was sighted, and immediately afterwards a squadron was seen out to seaward which proved to be Blankett's. After a tedious passage he had arrived in the neighbourhood only three days before, but had not attempted to communicate with the shore. Having joined company, the fleet then proceeded to False Bay, where it anchored on the 11th.

The Governor of the Cape at the time was Abraham Josias Sluysken, an official of the Dutch Company who was about to retire from the service and was on his way home from the East to Holland when he called at the Cape in 1793. The affairs of the Dutch East Indies were then being investigated by two Commissioners from home. These Commissioners, who had evidently a high opinion of his abilities, made him Commissioner General, with powers somewhat exceeding those of a Governor, and left him in control while they proceeded further east. The troops were under the command of Colonel Robert Gordon, who as his name indicates was of Scotch descent. His second in command was Lieut.-Colonel De Lille. All the officers were adherents of the Orange party, and although they were not anxious to see the English in possession of the Cape, they were still less anxious to see it in the possession of the revolutionary 'nationalists.'

On arriving off Simons Town, Elphinstone immediately proceeded to get into touch with the authorities on shore. He was requested to communicate in writing. Sluysken and the Council of Policy did not feel themselves in a position to

give a direct negative to the request that they should place themselves under British protection. They had some information about the state of affairs in Europe, but it was not very recent and they tried to get complete up-to-date information ; this, however, Elphinstone would not give them. They knew quite enough to be sure that Elphinstone's letters gave only a partial account of the situation, but they did not know whether Holland had been incorporated into France or whether it had retained an independent government. They therefore decided to temporise. They allowed the sick and small unarmed parties to come on shore for refreshment and supplied the Fleet with provisions ; or in other words treated it as a friend and not as an enemy. They said that they were quite able to defend the Cape against any attack that they could foresee ; but, if necessary, would be glad to avail themselves of British assistance, and for that reason they would like to know what forces Elphinstone had brought with him. This was, of course, merely an attempt to find out exactly what the force consisted of, as their representative had been unable to find out how many soldiers were embarked in the ships. They hoped by protracting negotiations to get some later news or instructions from Holland, or that a French or Dutch squadron might arrive and clear up the situation, and in any event they would gain time to collect reinforcements from the country.

The officers who had been sent to Cape Town with the despatches (Lieutenant-Colonel Mackenzie and Captain Hardy of the Echo) were able to give a pretty full account of the political state of affairs and of the defences, and on the 18th June Elphinstone despatched the Sphynx to St. Salvador


18° 30' E.
TABLE BAY
Green Pt.
CAPE OF GOOD HOPE
1795
CAPETOWN
Camps Bay
3550
Table Mountain
34°
34°
Wynberg
Constantia
3200
Scale of Land Miles
0 1 2 3 4 5
Hout Bay
Salt Vlei
Surf
Muizenberg
1651
Chapman Bay
Kalk Bay
Visch Hoek Bay
Seal I.
FALSE BAY
Simons Bay
SIMONSTOWN
Cape of Good Hope
18° 30' E.

to fetch Clarke's force, as it was clear that they were not likely to effect much without them.

In order to assist an understanding of the situation I append a sketch map shewing the principal places. It was now winter at the Cape, and to lie in Table Bay was out of the question. Owing to the shallow nature of the coast of False Bay, the prevailing winds, and the heavy surf, there was only one possible landing point, namely, in Simons Bay. From here the only road to Cape Town lay along the shore, and for some miles between Kalk Bay and Muizenberg this road was hemmed between the steep flanks of the mountains and the sea. At Muizenberg, where the road turned northward for Cape Town, it had to pass between the shoulder of the mountain of that name and a large lagoon. This was the key-point. Normally there was only a signal station there, but the Dutch had now placed a number of troops and some artillery in position to command the road. Colonel Mackenzie thought this was 'an uncommonly strong pass' and suggested that they might avoid it by landing in Camps Bay and proceeding over the mountains to Cape Town. Indeed, had this position been defended with sufficient determination by the Dutch it is very doubtful whether the British could have got by it until they were properly supplied with field artillery.

After the ships had been in Simons Bay a week relationships with the shore began to get a little strained, and on the 21st June, tired of fencing with the Governor and Council, the Admiral and General issued a joint Proclamation to the inhabitants. This irritated the Government so much that they declined any further correspondence, refused further provisions to the

fleet and had all cattle driven off out of reach. On the 28th a ship from Amsterdam under the American flag arrived in Simons Bay with despatches for the Cape and Batavia. Elphinstone took possession of her mails and newspapers, but one newspaper escaped detection and was smuggled on shore. In this was printed a notice by the States General dated 4th March absolving all persons from their allegiance to the Prince of Orange. When Sluysken and the Council saw this they determined to take up a stronger line ; they ordered Simons Town to be abandoned, and on the 30th nearly all the inhabitants left it. The guns in the batteries were thereafter spiked and all ammunition that could not be removed was thrown into the sea. The troops of the garrison joined the other forces at Muizenberg.

On the 14th July Elphinstone and Craig decided to occupy the deserted town which they suspected the Dutch intended to set on fire, and Craig landed with 450 soldiers and 350 marines. Two battalions of seamen were also formed and landed subsequently, making up the total force to 1800. They then proceeded to form a depot and to unspike the guns in the abandoned forts ; a gun-boat and launches were prepared and armed with carronades from the fleet. On the 7th August the weather was sufficiently fair for the smaller ships with the gunboat and launches to stand in close to the shore and support the army in its advance on Muizenberg. As soon as the ships commenced firing on that post the enemy abandoned it and Craig occupied it. He found only five pieces of ordnance, which had been spiked and abandoned. These were drilled and rendered fit for service. Next day the enemy advanced against him, but finding him in a strong position under the guns of

the ships that had been able to work in near enough they withdrew after a sharp action. On the 9th the Arniston arrived from St. Helena with 400 troops of the East India Company, mostly artillerymen, and nine field pieces, four of which had been sent by Vancouver, who had looked in at St. Helena on his way home from his voyage of discovery. In addition to this valuable reinforcement Governor Brooke sent £10,000 in cash, besides £5000, two field pieces and a ten-inch howitzer, by the Orpheus, which out-sailed the Arniston and arrived a few days earlier.

The army was entirely without means of transport ; the men had to drag the guns and carry all the stores themselves, an operation which the sandy soil made very laborious. For this reason, and because they had not sufficient field artillery to support them when out of range of the ships' guns, they could not advance further and they remained at Muizenberg throughout the month. By the 2nd September supplies were running very short. Thanks to Dundas's credulous optimism these had never been adequate from the start, but the position was now getting serious. Craig had made up his mind that he would have to attack within a few days or give up the attempt. On the 3rd the enemy attacked again with every available man and eighteen field pieces. What the ultimate issue might have been no one could say, but at the critical moment of the action Clarke's force arrived from St. Salvador, and when the enemy saw the ships coming into False Bay they retired. The Governor of St. Salvador had been unable to spare any Portuguese man-of-war, and the Sphynx was so badly damaged by a collision soon after the start that she had to go back, but fortunately the transports arrived safely without any escort.

On the 14th September Clarke and Craig advanced on Cape Town, despite the total lack of proper transport and the very inadequate nature of the artillery which they now possessed. Near Wynberg they found the enemy in force with nine guns, but these troops were badly handled. They soon lost heart ; and when they heard Blankett firing in Camps Bay they grew nervous about their communications and retreated. Late that night the Governor asked for an armistice, which was granted for twenty-four hours. The next day was spent in negotiations, and on the morning of the 16th September the Capitulation was formally signed. The Articles are printed in Theal's *Records of the Cape Colony*, and a translation of them will be found in the *Annual Register* for 1795 ; the provisions were as follows :

1. Castle and Town to be surrendered. 2. Garrison to march out with honours of war. 3. Officers to be allowed to leave the Colony on giving parole not to serve against Great Britain. 4. Officers who desire to stay may do so. 5. Property of Dutch East India Company to be handed over ; private property not to be touched. 6. Servants of Dutch East India Company may remain in Colony. 7. Inhabitants to preserve their prerogatives ; public worship to be unaltered. 8. Steps to be taken to prevent paper money becoming worthless. 9. No new taxes. 10. The Commissioner General may depart on parole after handing over the Company's possessions. 11. And may take, or realise, his private property. 12. And may retain any papers necessary to vindicate his conduct. 13. No one to be pressed into British service ; or engaged but by own free will and consent.

The next two months were occupied in the details consequent on the change of government, and on the 15th November Elphinstone and Clarke sailed for India, leaving Craig as Governor and

Blankett as Senior Naval Officer. They were forced to leave all the troops also, for it was improbable that without them Craig would be able to hold his position for long.

. . . . . .

At the end of January 1796 the British Government was warned from Germany that the Dutch were fitting out two squadrons, one of which was intended to recapture the Cape, and it was expected that a French force would be conjoined with this at a suitable rendezvous. This expectation was, as a matter of fact, never realised, although, according to the *Annual Register*, it 'had been stipulated and duly paid for'; apparently the money was diverted by the French toward the expedition against Ireland. These two squadrons had been ready to sail since the 21st January, but at that time Duncan, who was in command of the forces in the North Sea, was watching the Texel closely to see that no ships escaped. Towards the end of February, however, he was obliged to withdraw his squadron for a time, leaving the Espiègle to keep the entrance of the Texel under observation, and on the 23rd of that month the two Dutch Squadrons (one under Vice-Admiral Braak intended for the West Indies; the other, a somewhat stronger squadron, under Rear-Admiral Engelbertus Lucas intended for the Cape) took advantage of his absence to escape, and proceeded into the North Sea. They fell in with a small body of ships belonging to Admiral Pringle's Squadron, but made no attempt to bring them to action and continued on their course to the north. When last seen they were 120 miles N.E. of Yarmouth steering on a northerly course. They rounded the north of Scotland, and in spite of a severe storm managed to hold together until the 19th March, when the

squadrons separated, and on 13th April Lucas put into the harbour of La Luz in Grand Canary.

On the 9th April an American merchantman had passed them between Madeira and the Canaries, and on entering Funchal Harbour found the Albacore anchored there. Captain Winthrop passed on this news by means of a Danish merchantman, the Cronberg, bound for India, having persuaded her captain to go somewhat out of his intended course in order to call at the Cape, which he reached on 18th June.

The morning before the Dutch got into La Luz Harbour, the Moselle (28 guns; Captain Brisbane), which was convoying two transports from Gibraltar to Barbados, had sighted the squadron from the masthead, and at considerable risk of being captured had borne up and closed with it to discover what it was. Finding it to be an enemy she made all sail to rejoin the convoy, and the following morning told it to proceed without her. She then returned to watch the movements of the enemy. For some time she hung about Madeira, and on 4th May, instead of returning to the Mediterranean, made sail for the Cape to warn Elphinstone.

On the 17th May Lucas put to sea again and shaped his course for the Cape Verde Islands. He reached Porto Prayo on the 26th and left again on the 29th. He then made for the coast of Brazil, but owing to lack of a fair wind he did not reach it until the end of June. He could not enter any port of Brazil (which then belonged to Portugal), and if he had entertained any idea of going into the River Plate he abandoned it and decided to make for Saldanha Bay, which had been assigned as a rendezvous before leaving the Texel. He arrived off that

Bay on the 3rd August. His ships were now very short of water, and on the 6th he entered the Bay to replenish his supplies, and anchored.

Meanwhile, on the 23rd February, the Admiralty had sent the Carysfort (28) to warn Elphinstone that a Dutch squadron was fitted out in the Texel and was probably intended for the Cape or India, and on the 12th April ordered Pringle (who was second in command under Duncan) to shift his flag into the Tremendous (74) and proceed in her with the Trident (64) and transports with 2000 troops on board to reinforce the Cape and India. The Carysfort made a quick passage and arrived off Cape Town on 23rd April, but finding that Elphinstone was in Indian waters she left for Madras on the 29th in search of him. The Tremendous left Spithead on 1st May and arrived in Simons Bay on 21st July, outsailing the Trident, which, with the transports which she was convoying, only arrived on 2nd August. The Moselle arrived in Table Bay also on the 21st July. On the 22nd July the Jupiter (50), which had left Spithead with a convoy of transports on 11th April, arrived with all her transports except the Tantallon Castle, adding another 2400 troops to those already collected.

The news that the Dutch had some expedition in preparation which might be directed against the Cape or India appears to have reached Madras in March, possibly by one of the Danish ships which were frequently making the passage to and from India. Elphinstone was alarmed at the report, and without waiting to finish his work in India he started back for the Cape to make sure nothing untoward should happen. He weighed from Madras on the 23rd March and anchored in Simons Bay on the 23rd May. He missed the

Carysfort, but fortunately Blankett had received a separate letter from the Admiralty and had also looked through most of the letters which the Carysfort was taking to Elphinstone and was able to give him all necessary information. Craig had also written to Elphinstone on the 27th April, saying that he thought an attack on the Cape was very probable as the Isles of France were so short of food that any enemy expedition to Indian waters would have to get supplies at the Cape before it could proceed on any other service. This letter did not reach Elphinstone till much later, but I have included it in this selection because it is an example of the influence which Mauritius and Bourbon exerted.

In the middle of March, Blankett reported to Craig at his request upon the 'nautical points' connected with Craig's scheme of defence. He considered an opposed landing in Table Bay impracticable, on account of the surf and the prevailing S.E. gales in summer, and pointed out that Saldanha Bay was 'the only place in which shelter and smooth water can be found on this coast.' Craig subsequently established a small post there and made arrangements for conveying any information over the 90 miles of desert that separated it from Cape Town.[1]

When Lucas's Squadron was sighted on 3rd August the news was conveyed to Cape Town in fourteen hours. Elphinstone put to sea on the 6th, as soon as he could get the Monarch and the other ships ready, and set out to find the enemy, but being misled by a false report that the Dutch squadron had been seen off the entrance to False Bay the night before, he did not go to Saldanha Bay but looked for them rounding the Cape.

[1] It is about 65 miles directly across the sea.

The weather (it was now the depth of winter) turned very bad, and on the 12th he was obliged to return to Simons Bay with his ships badly damaged. He then heard that the Dutch had anchored and were still in Saldanha Bay, and hastily repairing his ships he sailed again on the 15th.

Saldanha Bay is deep and well sheltered, and from its southern end the shallow inlet of the Saldanha River cuts off a narrow and hilly peninsula from the mainland. Lucas anchored at the entrance of this inlet between Meuuw and Schapen Islands and landed his sick upon them, while he sought water from the well near the spot on the peninsula marked upon the Admiralty Chart as the ' Oud Post House.' He was informed from the shore of the state of affairs at the Cape and of the considerable naval force collected in False Bay, but despite the protests of his second in command he appears to have made preparations for a lengthy stay. Craig's small forces on the spot did their best to hinder the watering and cut off some of the parties. Several councils of war appear to have been held on the 11th and subsequent days and to have agreed that it was advisable to sail, as they had taken in sufficient water to reach Mauritius, but, apparently on account of the number of sick on shore, the departure was put off from day to day. The date for sailing was finally fixed as August 16th, but again delayed, and this time fatally, for at nightfall the exit was barred by Elphinstone, who at last arrived with his squadron. With two 74-gun ships, five sixty-fours, and a 50-gun ship against two sixty-fours, one fifty-four, one forty-four, and one forty-two, he had an overwhelming superiority ; so great that the issue of any fight was a foregone conclusion. He therefore

suggested to the Dutch Admiral that, as all resistance would be quite useless, he should haul down his flag to avoid any unnecessary bloodshed. The Admiral asked for time to consult his Council of War and promised to reply in the morning, and that in the meantime no damage should be done to his ships. The next day the unfortunate Admiral surrendered. In a letter to Elphinstone he said that he was obliged to take this course because his ships were manned with 'a parcel of people to whom more than to the great superiority of your ships I must ascribe the necessity of our reddition.' Evidently the strong political differences had destroyed the moral of a Navy that at one time could fight it out with the best. Lucas had been selected for the command on account of his past services and because he was known to be a staunch adherent of the existing Government, but he was evidently not a man of sufficient energy and decision to lead an expedition of this nature. Many of the prisoners of war of the lower ranks entered the British service; the remainder were sent to Europe in the Geertruyda.

After he had carried out the administrative work entailed in transferring these ships to the British flag, and provided for the disposal of the prisoners, Elphinstone, who had already sent Blankett home, transferred the command to Pringle and returned home himself in the Monarch. He left the Cape on the 7th October, arriving at Spithead on the 4th January 1797, and on the 13th he struck his flag.

. . . . . .

The news of the capture of the Cape reached London in November 1795. In a debate that took place in the House of Commons on the 9th December on the King's message respecting the

negotiation for peace with France, Dundas took the opportunity to say that he

> begged to observe that the instant the French became possessed of Holland the idea occurred to him to get possession of the Cape of Good Hope. Whether Government would under any circumstances give up that valuable acquisition was a point upon which he should not give an opinion, except merely to say that it would not be given up without an ample compensation. . . . He would venture to assert without the hazard of contradiction that, taking into consideration the objects for which we had contended and the nature of the enemy with whom we had to contend, this had been upon the whole a most successful war. The three objects which any statesman at the commencement of a war would wish us to attain, viz. Martinique, Cape Nicola Mole, and the Cape of Good Hope, were every one in our possession.

A few months later (28th April 1796) there was a violent debate in the House, in which Sheridan attacked the Government for the mismanagement of the expeditions to the West Indies and moved for a return of the men lost therein. Dundas attempted to defend the Government's actions by a recapitulation of its conduct and a detailed account of the forces that had been despatched there. He is said to have 'expressed with much warmth on this occasion his hope that the Cape of Good Hope would never be restored to the enemy.' In his reply Sheridan made a long speech, in which the following passage occurred :

> Even in this emergency, an expedition was sent to the Cape of Good Hope, the blame of which the right honourable gentleman, with a sort of monopolizing magnanimity, was pleased to challenge to himself. We have got, said he, the key to the East Indies, and please God, we shall keep it. This was certainly comfortable news to the Stadtholder ; but, said the right honourable

gentleman, the Stadtholder was not strong enough to hold it, but please God we shall take care of it for him. This, in his opinion, amounted to a declaration, that ministers never wished to see what was called the regular Government of Holland re-established, and that they are quite pleased with the system of republican anarchy, which at present prevails in that country.

Apparently the Government had repented of their bargain with the Stadtholder; or believed that he would never be reinstated in accordance with the Constitution of 1788, and therefore the conditions of their promise would never be fulfilled; or perhaps they thought that the fact that some resistance had been encountered rendered it null and void; and this seems the correct explanation, for it will be observed that Clarke was told that in the event of his taking the place by force he was to take possession 'in His Majesty's name.' Yet it is perfectly clear that if the Dutch had treated Elphinstone's fleet as an enemy the expedition would not have been able to land when it did, and would have had to withdraw to St. Helena or St. Salvador in order to get revictualled and join up with Clarke's force. It is very probable that in the end they would have forced their way on shore and captured Cape Town, but it would have been at much greater cost. Although the Stadtholder's orders did not actually deliver the Cape into British hands, they partially paralysed the defence, and made what might have been a difficult task a comparatively easy one.

In 1796 the Government were evidently considering how they could make their occupation effective and permanent. They instructed John Bruce, the Historiographer of the East India Company, to prepare a memorandum on the past history of the Cape Colony, so that they could

make up their minds whether it should be governed as a Crown Colony or whether (like India) it should be a Dependency of the East India Company. They then decided in favour of the Crown Colony, and made arrangements to send out a civil governor (the Earl of Macartney). At the annual Guildhall Banquet in November, when the news of the capture of Lucas's Squadron had arrived in England, after the Lord Mayor had returned thanks to Lord Spencer for his 'vigilant naval administration,' the Stadtholder, who was also a guest, arose and said : 'My Lord Spencer, I drink your health and thank you very much for the care you have taken of my squadron under Admiral Lucas,' which, so *The Times* says, 'occasioned some mirth.'

Lord Malmesbury was at that time in Paris engaged in trying to negotiate a peace. In the accounts of his conversations with the French representative which he gave in his despatch dated 20th December he said :

> Our conversation on those of its other ally Holland, was much longer, as the wording of the memorial inevitably led at once deep into the subject. M. Delacroix affected to treat any deviation from the treaty of peace concluded between France and that country, or any restoration of territories acquired by that treaty to France, as quite impracticable. He treated as equally impracticable any attempt at restoring the ancient form of government in the Seven United Provinces. He talked with an air of triumph of the establishment of a National Convention at the Hague, and with an affectation of feeling, that by it the cause of freedom had extended itself over such a large number of people. He, however, was ready to confess that from the great losses the Dutch republic had sustained in its colonies, and particularly from the weak manner in which they had defended them, it could not be expected that his majesty would consent

to a full and complete restitution of them, and that it was reasonable that some should be sacrificed ; and he asked me if I could inform him, how far our views extended on that point ? I said I had reason to believe that what His Majesty would require would be possessions and settlements which would not add either to the wealth or power of our Indian dominion, but only tend to secure to us their safe and unmolested possession. You mean by this, said M. Delacroix, the Cape and Trincomale. I said they certainly came under that description, and I saw little prospect of their being restored to the Dutch. M. Delacroix launched forth on this into a most laboured dissertation on the value of the Cape of Good Hope, which he did not consider at all as a *port de relache*, but as a possession, which, in our hands, would become one of the most fertile and most productive colonies in the East ; and, according to his estimation of it, he did not scruple to assert that it would ultimately be an acquisition of infinitely greater importance to England than that of the Netherlands to France, and, if acquiesced in, should be reckoned as a full and ample compensation for them. He added, if you are masters of the Cape and Trincomale, we shall hold all our settlements in India, and the Islands of France and Bourbon, entirely at the tenure of your will and pleasure ; they will be ours only as long as you choose we should retain them. You will be sole masters in India, and we shall be entirely dependent upon you. I repeated to him, that it was as means of defence, not of offence, and that these possessions would be insisted on, and that if the matter was fairly and dispassionately discussed he would find that they afforded us a great additional security, but no additional power of attack, even if we were disposed to disturb the peace of that part of the world. If these, and perhaps some few other not very material settlements belonging to the Dutch, were to be insisted upon, and if he would be pleased to enumerate all we should still have to restore to them, while they had nothing to restore to England, it was impossible not to consider the terms on which his majesty proposed peace to Holland as generous and liberal.

These negotiations failed, and the King's message to Parliament announcing the fact came under discussion in the Commons on 30th December. The debate was opened by Pitt, who in the course of a long speech said :

I must request the attention of the House to the nature of the terms proposed with respect to the meditated peace between this country and her allies ; and first with respect to Holland, a country which, although now hostile to us, I cannot help considering as having, at the commencement of the present war, been concerned in alliance with us in carrying it on, and connected in our interests by every tie of internal policy—a country which is now only opposed to us in consequence of the restraint imposed by the overbearing arms of France. However, Sir, notwithstanding Holland was our ally, and an ally whose protection against the common enemy was one of the causes of our entering into the war ; yet, as circumstances have occurred which have compelled Holland to become the enemy of this country, I must of necessity treat her as such ; I must consider her in the relation in which she stands with respect to France, though at the same time I cannot bring myself to forget she was formerly an ally whose friendship was attended with reciprocal advantages to herself and to this country. I am satisfied, if it were possible to replace Holland in the situation in which she formerly stood, and restore her legitimate government, not nominally but permanently and effectually, that such a restoration would undoubtedly redound to the advantage of this country. But as it is perhaps a question of too remote contingency to consider the advantage which we should acquire by the restoration of Holland to her former system, such an event, either nominally or really, being extremely unlikely under the present aspect of things, I shall therefore refrain from arguing the point. Now, Sir, as to the conduct pursued on the part of this country with regard to her connections with other powers, and supposing for the present that Holland may for a time remain subject to France, I may be allowed to assert that

the terms proposed by this country, on behalf of her allies, were such as could only be dictated by a principle of moderation and disinterestedness, and earnest desire for peace. This country having nothing to ask for herself, was induced to surrender a considerable part, nay, almost the whole of her acquisitions, for the purpose of inducing the French to give up to our allies that territory she has wrested from them.

The continental possessions which France had acquired from Holland might perhaps be subjects of discussion, in what manner they were best to be arranged at once for the interest of Holland and of the allies. But these, and the conquests made by this country, must be considered in the view of restitution as merely an addition to the French power. We ought to consider that these possessions, with regard to which no relation was to be admitted, were to be retained in order that they might not become acquisitions to the French government. In refusing to yield them up we only refuse to put into the hands of the enemy the means of carrying into effect the deep laid schemes of ambition they have long cherished, and the plan they have conceived of undermining our Indian empire, and destroying our Indian commerce, by ceding out of our own hands what may be deemed the bulwark of the wealth of this country and the security of the Indian empire. These, indeed, were refused to be given up to our enemies; but everything else which the valour and the arms of this country had acquired which was valuable, was proposed to be made matter of negotiation.

When Fox arose on behalf of the Opposition, he said in the course of his speech:

A right hon. gentleman (Mr. Dundas) some time since made a very imprudent declaration in this House—that as we had taken the Cape of Good Hope and Ceylon, we meant to keep them for ever. We feel ourselves, it seems, too nearly interested in those acquisitions to be disposed to relinquish them. This is reasoning very much *à la Française.* We say that it is better, even for the Dutch

themselves, that Ceylon and the Cape of Good Hope should be in our hands than in theirs. The French may, with equal justice, allege the same pretence for their refusal to part with Belgium. They may say that it is more for the interest of Belgium that it should remain in their hands than that it should be restored to Austria. But if Holland be not, in every respect, reinstated in her former situation, then, says the right hon. gentleman, we have nothing to propose. It is curious to remark, in the very moment that he is at such pains to represent the demands of the French as in the highest degree exorbitant and unjust, how much he countenances those demands by the style of his own pretensions. He says, 'We have taken a great deal from Holland, they have taken nothing from us, therefore we are not bound in justice and equity to make them any restitution; but, if Maestricht, or some place be ceded to the Emperor for the security of the Austrian Netherlands, we may perhaps be induced to make them some restitution, but on no account can we consent that Ceylon or the Cape of Good Hope shall be restored.' . . . If you really wished France to give up Belgium, you should have offered to give up the Cape of Good Hope, which a determination has been so indiscreetly expressed to retain.

After Fox had spoken, Dundas replied:

. . . With respect to Holland, and the charge of indiscretion made against him for his declaration concerning the Cape of Good Hope, he would observe that that declaration had not been made lightly or without due deliberation; and he was convinced that, when he proposed the retaining of that possession for ever, he was consulting the dearest interests of the country, without injuring those of any other power. And if this possession and Ceylon should be wrested from our hands, he should regret it as the greatest calamity. But it never was his intention to take from Holland its trade to the Cape, from the actual possession of which she could now derive no benefit; for the Dutch East India Company was always too weak to keep it at that great expence which was

necessary. It was on that ground distinctly that he had stated the intention of Government never to give up the Cape of Good Hope. With respect to the Austrian Netherlands, they had been engaging the attention of this country for nearly three hundred years. . . .

After Dundas had finished his speech, Grey rose in support of Fox and took occasion to say :

He considered the proposition of retaining the most important possessions of our former ally, Holland, even though that country might be restored to its ancient constitution, as a most profligate trait in the late negotiation. . . .

After he had finished, the House divided, and the Government carried the Address by 212 to 37.

Two days earlier an Act had been passed regulating the trade to and from the Cape, in which it was stated that ' the Castle, Town and Settlement of the Cape of Good Hope, with the Territories and Dependencies thereof, are now in the possession of His Majesty,' and when Lord Macartney arrived there in May 1797, one of his first duties was to exact from all the inhabitants holding any office, the usual oaths of allegiance and declarations required of all holders of office under the British Crown.

That the Opposition should not view the attitude of the Government with approval is no more than might be expected, but there were evidently others who thought their methods somewhat unscrupulous, for Lord Howe in a letter which he wrote to Sir Roger Curtis in July 1799, when Curtis was about to assume the command of the Cape Station, says : ' If we may judge of the future by the past, in the negotiations at Lille it was understood that the Cape particularly was to be retained by us. How that acquisition then was, or hereafter will be reconcilable to Holland if the

Stadtholder is to be reinstated in his authority is much beyond my powers of comprehension.'

As a matter of fact the Stadtholder, who was a man of poor personality, never was reinstated ; but whatever views or intentions the Government may have had, they were compelled in 1802, in order to obtain peace with France, to agree to restore all the Dutch possessions with the exception of Ceylon, and the Sixth Article of the Treaty of Peace signed at Amiens on the 27th March 1802 stated :

> The Cape of Good Hope remains in full Sovereignty to the Batavian Republic, as it was before the War. The Ships of every description belonging to the other contracting Parties shall have the right to put in there, and to purchase such supplies as they may stand in need of as heretofore, without paying any other duties than those to which the Ships of the Batavian Republic are subjected.

The wording of this is curious. The Batavian Republic did not exist as such before the war, and the Cape had never been actually under its sovereignty ; but in any case this clause was a recognition of that Republic as the legal successor of the United States of the Netherlands and a tacit abandonment of the Stadtholder.

It would be out of place to pursue this story any further, but the student will find further details in the following works by George McCall Theal, the Colonial Historiographer of the Cape Government :

> *Records of the Cape Colony* (Vol. 1 : 1793–1796).
> *History of South Africa* (Vols. 2 and 3 : 1691–1795, 1795–1834).

The former, in addition to much other matter of interest, especially the correspondence on the

military side, contains the replies (in the Dutch language) to many of the following letters to the Governor and Council. These replies are not in the Keith papers, but their nature is sufficiently clear from the wording of the further correspondence to which they give rise. Theal has printed in the *Records*, from the originals in the Public Record Office, most of Elphinstone's despatches, so that a number of the following letters and documents have already been printed ; it has however been decided not to omit them here on that account, as such an omission would leave the remainder without a backbone. I have also included from the Public Records three documents which are not in the surviving Keith papers, but which were probably in a subsidiary 'Letter Book A' now missing.

In conclusion I may remark that after the renewal of the war in 1803 it was found necessary to recapture the Cape, and in 1806 it was taken by an expedition under Commodore Home Popham and General Baird.[1] On that occasion the expedition was disembarked partly in Blaauwberg Bay and partly in Saldanha Bay; it met with no very serious opposition, and on the 18th January 1806 the Cape finally passed into British possession. This was confirmed by the Convention of London in August 1814, and the British Government then paid £2,000,000 in what was practically compensation for it.

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Elphinstone's work received its reward by his being raised to the peerage as Baron Keith of Stonehaven Marischal. Both Clarke and Craig bore witness to the wholehearted nature of the

[1] I hope to deal with this in the forthcoming volume of *Naval Miscellany*.

naval co-operation, and there is certainly no justification in either this or the combined operations described in the earlier papers of this volume for the remark of the editor of Vol. I of *The Spencer Papers* [1] that ' He was never happy in his relations with his military colleagues.' As a matter of fact the letter of Dundas expressing an apprehension ' that the present land and naval commanders are not on the most cordial terms,' on which that was a comment, does not refer to Elphinstone at all, but to Blankett ; for at the time referred to Elphinstone was in India.

Blankett, whose untimely death in the Red Sea, in 1801, is mentioned in *The Spencer Papers* (Vol. IV, p. 162), was evidently a man of ability, who had been specially chosen for the post by Lord Spencer.[2] He had a difference of opinion with Craig over the allotment of storehouses for the Navy, and over the landing of goods from a Danish merchantman. In the latter case Blankett seems to have had law on his side, but not equity. There does not seem to have been any professional antagonism, and in his letters Craig writes in a way that shews he has no doubt of Blankett's loyal support in any operation that might occur during Elphinstone's absence.

It is not within my province to speak of the military operations, but I cannot conclude without some reference to the extent of the services performed by the seamen and marines. Whatever the defects of the short service system, and the abominable method of filling up crews by means of impressment, there is no doubt about the good fighting qualities, the cheery hardihood under

[1] On p. 241.

[2] See letter in *Spencer Papers*, Vol. I, p. 276, where his name has been mistranscribed as Blackett.

privations, and the hard-working spirit of the men, so long as they were kept from temptation to drink. Lack of transport would have prevented our advance on Cape Town in September 1795 if this defect had not been supplied by seamen from the fleet and from the Indiamen—the latter being volunteers—who cheerily performed what must, in the existing conditions of service, have been the very laborious task of dragging the guns through the loose sand. Craig noted, during the action at Muizenberg on 8th August, 'the remarkable steadiness displayed by the First Battalion of seamen commanded by Captain Hardy of the Echo, who having crossed the water [*i.e.* of the lagoon] with the marines, received the enemy's fire without returning a shot, and manœuvred with a regularity which would not have discredited veteran troops. The marines displayed an equal degree of steady resolution on the occasion,' and at the conclusion of the operations he asked Elphinstone to tell the officers and men how sensible he was 'of the cheerfulness with which they encountered the hardships and fatigues of their situation . . . and of the spirit which they at all times displayed when opposed to the enemy.'

ELPHINSTONE TO DUNDAS

London. 14th March, 1795.

Sir,—I have had the honour carefully to peruse the instructions which have been given to General Craig and Captain Blankett and am of opinion that they are sufficiently full for carrying into effect the primary object of the expedition with sufficient latitude for the Commanding Officers to act eventually under every change that the season of the year and the time of the arrival of the troops must subject them to.

In addition to the Proclamation which his Majesty has been pleased to order, I beg leave to suggest that were the Commanding Officers to offer to the Dutch troops (who are mostly kidnapped Germans) to enlist into British Regiments, or to be taken into the pay of Great Britain, as a Regiment under such of their own officers as could be trusted, or to enter themselves into his Majesty's Naval or Marine Forces, and serve in the Fleet during the War, the prospect of returning to Europe might produce a desirable effect amongst them, and I should beg to be honoured with your instructions upon this and the following subjects.

2d. As there arises great doubt in my mind as to the propriety or possibility of the King's ships continuing to cruise off the Cape of Good Hope during the months of June and July, which is the midst of winter, should the French be in possession of the Cape, or the Dutch hostile,—I beg leave to refer to your better judgment whether it would not be more proper to repair to St. Helena for water, and thence to St. Salvador for the purpose

of uniting the whole force in preference to risking a precarious supply of water in any of the Bays upon the Coast of Africa, or exposing the ships to be dismasted, which might frustrate the whole expedition. At the same time it is my duty to mention that the absence of the Fleet might give an opportunity for the enemy to throw in succour, providing they had not already arrived. With regard to the next object of the expedition, which I observe in his Majesty's instructions given to Sir R. Abercrombie, there cannot arise a doubt respecting the great importance of Trincomale, but it becomes my duty to represent that should the united force be delayed at the Cape in consequence of resistance or other emergency until the end of August, it would be impossible for them to arrive at Madras before the breaking of the monsoon, which takes place about the 10th October, and which will prevent any safe communication with the Presidency of Madras, in which case it might be desirable that the Chief Officers were at liberty to determine upon the propriety of making an immediate descent upon Trincomale, which is a safe harbour, without such communication ; or, to employ his Majesty's troops in such manner as should be most advisable until the subsiding of the monsoon. And if Government is pleased to allow this indulgence of opinion it will naturally appear to the General Commander in Chief to have a considerable train of light mortars, howitzers, and royals.

I would further beg to be instructed in what manner the squadron is to proceed in the event of meeting upon the seas Dutch ships having quitted India, upon their return to Europe, by reason that, notwithstanding they might promise to repair to Great Britain, they may have either originally

no such intention, or alter their opinion afterwards and withdraw to France.

In case of any of the ships late belonging to the States General refusing to obey the orders of the Prince Stadtholder and being by force subdued, in what manner are the ships to be used, or the officers and men which compose their crew to be treated.

And furthermore I beg to be directed as to the nature of the security that is to be required from the Commanders of Dutch ships laden in India, and ready to depart for Europe, as is mentioned in his Majesty's instructions to the Commanders of the ships of war.

I beg pardon for presuming to offer an opinion where it is my duty only to execute, but having weighed all the circumstances as they now stand it seems advisable that if any accident should have prevented Captain Blankett sailing from Falmouth that the squadron should proceed conjunctly with the utmost expedition to the Cape, and on arriving there examine Table Bay, False Bay and Saldahana, using every possible means to acquire due information or admittance; but should Captain Blankett absolutely be sailed the remainder of the squadron should use every endeavour to get to the Cape as soon as possible, with a view of making the most speedy junction, and thereby be enabled to carry his Majesty's further intentions into execution, fixing on the Cape as the first rendezvous, St. Helena for the second and St. Salvador for the third, in case his Majesty's Ministers should find it necessary to send any despatch after the squadron; and any officer sent upon this service should be instructed to examine False Bay and Saldahana before he quits the Cape Land, and endeavour to

communicate with an inhabitant upon the coast from whom he might draw information.

I am, [etc.]
G. K. E.

ADMIRALTY TO ELPHINSTONE

By the Commissioners [etc.].

In case of the death of any of the officers of the ships or vessels under your command, or their dismission by sentence of a Court Martial, you are hereby empowered to appoint (by Commissions or Warrants, subject to our confirmation) such other persons to the vacancies arising in those cases, as by the qualities of their employments ought to succeed thereto ; particularly observing to appoint Commanders to be Captains of Post Ships in preference to Lieutenants.

In cases of vacancies occasioned by suspension, resignation on account of ill health, or arising in any other manner than by death or dismission, as aforesaid, you are not to appoint persons to such vacancies by Commissions or Warrants, but only to give orders to proper persons to act therein until you shall receive directions thereupon from us, or the suspension which occasioned the vacancy shall be removed ; But you are never to admit of any resignation on account of ill health until a particular enquiry shall have been made, by such Surgeons of the Squadron under your command as shall be nominated by you for that purpose, into the nature of the complaints of the parties applying to resign, and the necessity of their quitting their employments, from an absolute incapacity of any longer discharging the duties of them abroad shall have been fully ascertained.

You are always to transmit to us, by the first opportunity after you shall have appointed any officers as aforesaid, an exact account of the circumstances thereof in the form hereunto annexed; with copies of the examination certificates of Petty Officers promoted to the rank of Lieutenants.

And finally, as great inconvenience has arisen in the conduct of the business of this Office, and much trouble and expense to the parties concerned, by the unwarrantable deviations of Commanders in Chief abroad (especially during the late War) from their Printed Instructions, and from the orders given to them relative to the appointments of Officers, and by their needless removal from one ship to another; you are therefore to take notice, when (by the appointments of Officers by Commanders on Foreign Stations, contrary to the tenor of these injunctions) any extraordinary charge is brought upon the Crown for making compensation to Officers on account of losses they may have sustained in consequence of such improper appointments or removals; or for reimbursement of any other unwarrantable expense which shall be incurred by such inattention, it has become necessary to charge the same on the wages of Commanding Officers so deviating from the instructions given for their Government in such cases, and you are advised that this regulation will be invariably adhered to in all similar instances hereafter accordingly.

Given under our hands the 21st March 1795

CHAS. MIDDLETON.
H. SEYMOUR.
J. GAMBIER.

ELPHINSTONE TO DUNDAS

London. 21st March, 1795.

Sir,—I am given to understand that some years ago the Dutch India Company were obliged to borrow a considerable sum of money, amounting to £20,000, from individuals at the Cape, and circulated paper on their security to that amount. Now it appears to me practicable to bribe the Dutch settlers (who are sufficiently attached to their property) with their own money; for example, if we are resisted by the troops, suppose an offer is made to guarantee to the inhabitants this said paper, to be paid out of the funds of the Dutch Company now in Great Britain, or to admit them as creditors in common with others. By these means we might secure the good offices of the inhabitants, and if admitted by the troops, even in that case, we should feel greater security when their interest was connected with their allegiance.

I have taken the liberty to submit this subject to your consideration, that you may be pleased to give such directions as you shall judge proper.

I have, [&c.]

G. K. E.

Monarch, Spithead. 23rd March, 1795.

I have the honour to acquaint you that I find the ships in forwardness in all respects, excepting the completion of their complements of men, towards which no step has hitherto been taken.

The extra parties of Marines intended for the ships under Captain Blankett had since landed here, but I have every reason to hope they will be embarked to-morrow.

I have furnished the India ships with instructions and signals, and everything that depends on me is arranged.

The very lumbered state of the ships may incline their Lordships to send an additional force to some distance and I presume to mention this that they may signify their pleasure hereupon.

I have, [etc.]
G. K. E.

ADMIRALTY TO ELPHINSTONE

Admiralty Office. 25th March, 1795.

Sir,—Mr. Secretary Dundas having transmitted to my Lords Commissioners of the Admiralty an extract of your letter to him of the 23rd instant, wherein you represent that no effectual steps have hitherto been taken towards the completion of the complements of the ships under your command; I am commanded by their lordships to express to you their surprise that such a representation should have been made, conceiving it had been fully understood before you left town that they waited for returns from you before any orders could be given for completing your ships complements.

I am, [etc.]
Evan Nepean.

ADML. CORNWALLIS TO ELPHINSTONE

Royal Sovereign at Spithead. 26th March, 1795.

Sir,—I have this morning been honoured with your letter dated yesterday. There was nothing

in mine I believe that could authorise your writing in that high style about false musters. The Captains of your squadron are answerable to you, not to me, for their conduct, and therefore the report of men wanting ought to have come from you. There has been no delay on my part. The Victorious has not yet sent word how many men she would please to have. The service you are going to perform may not be the only one for which seamen may be wanted. I should however be very sorry to be in any way instrumental in your being detained *one* moment.

I have, [etc.]
W. CORNWALLIS.

ELPHINSTONE TO DUNDAS

Monarch, Spithead. 27th March, 1795.

Sir,—I hope to be able to get the men on board his Majesty's ships under my command in the course of this day, and their wages paid tomorrow. In every other respect they are ready.

You will be pleased to excuse my pressing on your mind the great consequences of the speedy departure of the troops, in order to save the season on the coast.

I beg leave to observe that I have not yet been honoured with the open order of the Prince Stadtholder to be shewn to any vessels that may be met with on the seas.

I have, [etc.]
G. K. E.

GENERAL INSTRUCTIONS TO SQUADRON

By the Honble. Sir George Keith Elphinstone, K.B., Rear Admiral of the White and Commander in Chief of His Majesty's ships and vessels employed and to be employed on a particular service including all the Indian Seas.

WHEREAS it is highly expedient and necessary during the present suspended relative situation of the States of Great Britain and the United Provinces of Holland that instruction and discretion should be conveyed and communicated for your conduct and government on the event of being detached or unavoidably separated from the squadron under my command and meeting with any ships of war, merchant ships, or property of any kind whatsoever belonging to the said United Provinces or to the subjects or inhabitants of any settlement thereof, you are therefore hereby required and directed strictly to observe and obey the following orders :—

1st. You are to operate with all Governors, Presidencies, Commanders in Chief and Commanding Officers of His Majesty's forces as well as with those of the East India Company in the execution of His Majesty's Service.

2nd. You are to exert every possible means and use every act of civility and attention to conciliate the friendship and goodwill of the Governor, Council and inhabitants of any settlement or any subject belonging to the said United Provinces.

3rd. Should you meet at sea with any ship of war belonging to the United Provinces, on its passage home, you are to communicate to the Commanding Officer, if junior to yourself, that it is the wish and direction of the Prince Stadtholder as Admiral of the Union that he should put himself under your orders, and if he refuses to co-operate with you against the enemy, or to go into some British port whereby he might be prevented from taking a different part, you are then to compel him so to do, and if necessary exercise force for that purpose and take possession of his ship.

4th. You will also detain any Dutch merchant ships you may meet with unless they shall have given the security required previous to their departure from India for landing their cargoes in Great Britain and produce satisfactory certificates, or other authentic testimony thereof to you, and these, as well as the ships of war, you will convey to the first port of safety you can make, where they will remain until they can be sent under proper convoy to England.

5th. But in case the Commanding Officer of any Dutch ship of war should cheerfully comply with the Stadtholder's directions and shew a disposition satisfactory to you to co-operate against the common enemy, you will then be at liberty to employ him instead of treating him in the manner above mentioned.

6th. With respect to such property as has been usually considered legal booty which may be found in any captured towns, fortresses, ports or parts adjacent afloat or on shore, the same is to be deposited in the public stores or other place of safety until His Majesty's pleasure shall be known.

7th. You are in no instance whatsoever to exercise any powers respecting the private property of the inhabitants of any Dutch settlement, or of any subject of the United Provinces, which according to the Laws of England and the general practice and laws of nations at war, is not liable to seizure and confiscation.

Given under my hand on board his Majesty's ship Monarch at sea, 9th April 1795.

G. K. E.

GOVERNOR BROOKE TO ELPHINSTONE

St. Helena. 3rd June, 1795.

Sir,—I have had the honour to receive your letter by the Arniston dated at sea 29th April 1795 with the new signals established by the Admiralty, of which I shall be particularly careful.

The Honourable the Secret Committee have instructed me to give all the assistance in the power of this little Island to the great undertaking in which you are so happily employed, and Captain Essington of His Majesty's ship Sceptre will inform you, I trust, that if my abilities were equal to my zeal in the cause of my King and Country

you might expect infinitely more than unfortunately I am able to afford, but everything that can be done shall be done with pleasure and alacrity, and I send up a vessel called the Orpheus with Mr. Pringle the Honble. the Secret Committee Agent at the Cape, in order that you may have such information and assistance as he can afford and that I may receive your instructions how you would wish me to act. Mr. Pringle can give you a full account of our preparations &c. here.

I have, [etc.]
ROB^T. BROOKE.

(*Mr. Pringle's credentials*)

St. Helena. 4th June, 1795.

Thinking Admiral Elphinstone if not acquainted with the manners and customs of the Cape might be at some loss in the first instance, on getting possession of the place, in not having a person of abilities who was, and on whom he could place a dependence, the Government have requested that the bearer, Mr. Pringle, the Agent of the Secret Committee of the Honble. Court of Directors for that place (who was in a manner forced from thence by the Dutch Government), should return again, and if possible join the Admiral for the purpose of giving such information and assistance as his knowledge and the employment he is in will admit of, not only respecting the Cape but respecting our resources here.

Of Mr. Pringle's abilities, zeal and integrity it is not doubted but that on acquaintance the Admiral will form the same opinion as the Honble. the Secret Committee who entrusted him with the

important charge of Agent at the Cape at the time an expedition was intended against the Mauritius and of which for my own part I have the best reasons to be thoroughly convinced.

ROB. BROOKE,
G^R.

CAPTAIN MAJORIBANKS TO ELPHINSTONE

Arniston, St. Helena. 4th June.

My dear Sir,—From the kindness and civilities you were pleased to shew me while under your protection I am well convinced it will afford you real pleasure to hear of the safe arrival of the Arniston on the 2nd instant all well—and believe me it was no small addition to my joy to find you were to meet no opposition from any French force on your expedition, which the success of is of real consequence to India commerce, though I am well aware you are to meet many difficulties with the Dutch troops.

I find that Colonel Brooke has orders to forward to you some troops should you demand them; likewise they are to proceed in the Arniston if she is at St. Helena, and from what I can find the Governor proposes to detain me till he has your answer, and as I have always thought it a great object touching at Madras on my route to China I think it might be a matter of great convenience to you having a ship to forward any discontented or suspicious people, which is most probable you may have; and it is a matter of no moment to the company as I should be so early at China that I would have to remain there many months for the other ships.

This will be delivered to you by a very old

friend of mine, Mr. Pringle, who is employed by the company. I shall not intrude upon you by saying much on his behalf, as his abilities and integrity will soon recommend him to your notice.

There is a ship to sail for Lisbon in a few days. I shall write your brother that I left you all well.

I have, [etc.]

G. MAJORIBANKS.

JOURNAL [1]

Wednesday, 10th June.

½ past six A.M. discovered 4 ships in sight which proved to be the squadron under the command of Commodore Blankett—America, Ruby, Stately and Echo Sloop. Blew fresh from N. b E. At 10 America came within hail, informed us they had made the land three days but had not had any communication with the shore—we were prevented by the wind from getting into the Bay.

Thursday, 11th June.

Employed working the ship towards Simons Bay. ½ past 4 A.M. hove to for a boat from the harbour with Dutch Naval Officer on board. He came on board, asked what news, said they had none from Holland but that a packet had just arrived. Sent on shore in the Dutch boat Mr. Farquhar with letters from England and one to Mr. Brandt, Resident at Simons Bay. At 5 minutes after sunset, the Fort fired three guns

[1] This is more brief than the Journal in the Public Record Office, but with more interesting details. It is probably the work of the Admiral's Secretary, though Elphinstone is occasionally made to speak in the first person, and has made a correction in it. It extends only from 10 June to 26 September. In order to preserve the chronological sequence of events I have distributed the entries among the letters of the same dates.

shotted, one of which fell on our lee bow. ½ past 5 falling calm brought up with best bower in 19 fathoms. Captain Blankett's squadron anchored two leagues to leeward, many signals made and guns fired on shore during the night.

BLANKETT TO ELPHINSTONE

America at Sea. [11 June, 1795.]

Sir,—I am under much concern that I cannot have the honour to wait on you, having been confined for several days with the gout. I would have sent you my instructions, but knowing you must have had copies of them I waited until I could have the honour to talk to you on the subject if you wished it. My passage has been miserably long, from having met calms where I ought to have found the S.E. trade. I have stopped nowhere nor gained no intelligence since I left England. The force I conclude you have with you will put all matters out of dispute here. The ships are very short of water. The Lieutenant can give you most if not all the particulars relating to them, and I hope you will forgive me not writing more at this moment than to assure you I have the honour to be, [etc.]

J. Blankett.

ELPHINSTONE TO MR. BRAND [1]

His Britannic Majesty's Ship Monarch
off Simons [2] Bay, the 11 June, 1795.

Sir,—Having arrived here in pursuance of His Britannic Majesty's command, and being in

[1] Christoffel Brand (usually written Brandt), the Dutch Company's Resident at Simons Town.

[2] Seamon's.

possession of very important information as well as of a letter written by his Serene Highness the Prince of Orange the Stadtholder, I am earnestly to request you will instantly despatch an express to communicate those circumstances to his Excellency the Governor at the Cape and to Colonel Gordon, and that you will be pleased to inform them of my anxiety to communicate with them ; wherefore I shall be extremely happy to see them on board the ship Monarch, or to adopt any other mode for seeing them they may be pleased to communicate.

I have, [&c.]
G. K. E.
Commander in Chief.

P.S.—If it is improper for his Excellency to leave the Cape I shall be glad to see Colonel Gordon.

JOURNAL

Friday, 12th June.

Calm all morning. Distant ships under sail. No boats off. At 11 observed a corps of men marching towards Simons Bay from the Cape with a field gun or two and their waggons. Sent an officer to the America to desire to see General Craig and Captain Blankett as soon as possible.

At noon General Craig came on board. Commodore Blankett prevented by illness. At 1 P.M. Mr. Farquhar returned on board with letter No. 1 from the Governor Sluysken, and said he thought the people well disposed.

Found riding here 1 Dutch frigate and 4 merchantmen.

BLANKETT TO ELPHINSTONE

America at Sea. [12 June, 1795.]

Dear Sir,—I assure you that I feel very sensibly your polite attention to me in the two notes of yesterday with which you favoured me. I am sorry to hear that your own health has been bad, but as this climate is very favourable I hope you will get quickly well again. I flatter myself my disorder is going off and that I shall have very soon the honour to pay you my respects, which I shall do with pleasure, and hope I may be useful to you here.

As I am known by most people about the Cape and as several of them are here at some of their few convivial meetings, it is possible when they know I am here I may be favoured with their company. I submit it to you, Sir, how far it may be proper to open to them the issue of Holland before they disperse from hence among their different habitations. An event so unexpected and so critical that throws them off the means of being supported by the Mother Country, and must leave them masters of themselves, might perhaps occasion amongst the minds of the people some opinions very favourable to our cause; for however I may trust the good opinions and inclinations of some few in Government, the dependence will be on the general tenor of the colonists, who however seemingly incurious and ignorant as to the affairs of Europe are very much awake to their own interests. If you choose on the contrary I shall be very secret and perfectly ignorant.

In all cases allow me to offer you my best respects and wishes and the honour of assuring you that I am, [etc.]

J. Blankett.

JOURNAL

Saturday, 13th June.

Sent Captain Hardy of the Echo and Lieut. Colonel Mackenzie to the Cape with letters to the Governor and Colonel Gordon.

Dutch packet brig sailed, Sir George went on shore, he was saluted with 17 guns. Returned visit on board the Dutch frigate Miden Blicht[1]; delivered there His S.H. Prince of Orange's letter to the Dutch Captain Dekker. He seemed much affected; said he was a man of fortune; that his all was gone but his honour; that he would never desert the Prince, but must go and consult with the Governor, and would give an answer in writing; he feared we should have trouble as all the troops were ordered here. General Craig was with me. I answered '. . . The situation of your country is truly lamentable and I feel for you. The line of conduct seems clear—consider the liberal offers of the King—make them known to your officers and men—if any are disinclined I will remove them, and in the meantime I wait your answer.' The Captains of the ships of war belonging to the States have a control in the Council here. Observed a body of troops march out of the town.

ELPHINSTONE AND CRAIG TO GOVERNOR[2] SLUYSKEN

On board his Majesty's Ship Monarch.
June 13th, 1795.

Sir,—In handing to you the letter with which we are charged from his Serene Highness the Stadtholder, and which the bearers Lieut. Colonel

[1] Medenblick.

[2] He is always so addressed, but strictly speaking he was Commissioner General.

Mackenzie and Capt. Hardy of his Majesty's Navy, attended by Mr. Ross, Secretary to the Major General, will have the honour to deliver you, we think it may not be inexpedient that we should accompany it with some information of the situation of affairs when we left Europe, in so far as relates to the United States, and of which it is possible you may not as yet have received intelligence.

The severity of an uncommon hard winter having rendered of no avail those barriers which would alone have given any hopes of the armies of his Britannic Majesty and of the United States being able to withstand the infinitely superior numbers of the enemy, the latter succeeded in penetrating into the Provinces of Utrecht and Guelderland in the latter end of the month of January, and the army of his Majesty having by this means been forced to retire across the Rhine into Germany that of the United States, incapable of resistance, was obliged to submit. In a few days the whole of the seven Provinces fell into the hands of the enemy without treaty, capitulation or agreement of any kind, while the Prince of Orange and his family found themselves under the necessity of taking refuge in England.

The French being thus masters of the country it is scarcely necessary to detail the consequences. In the short space which had elapsed before our departure immense contributions were ordered in the most arbitrary manner. The Grand Pensioner,[1] the Greffier,[2] Count Bentinck and others were imprisoned. The command of the Fleet was taken from Admiral Kingsbergen [3] and given to an officer sent from France for the

[1] Grand Pensionary : Adrian van der Spiegel.
[2] H. Fagel. [3] Jan Hendrick van Kinsbergen.

purpose, while the former was also imprisoned. The Magistracy and ancient constitution of the great towns were rapidly changing; Amsterdam, Harlem and many others being already municipalized, Revolutionary Committees were everywhere instituting and, in short, French principles and forms of government were universally shewing themselves and taking place under the guidance and protection of an armed force which indeed was not to be resisted. The States General however still continued their sittings but under the control of the same armed force; they were directed to publish the order of the convention only, while their representations on the impossibility of complying with the requisitions made on the country were answered by means of military execution.

Under these circumstances it is to be supposed that the enemy will use their endeavours to reap the most benefit from their conquest, short-lived as they must have every reason to apprehend it likely to be from the extreme improbability of their being able to keep in subjection a people who have at all times exhibited the most unequivocal demonstration of their love of independence, and from the immense preparations making by the coalesced Powers for opening the next campaign with a force more proportioned to the extraordinary efforts which the enemy have been able to make this year, but which have been too great for it to be possible that they should continue them another.

His Britannic Majesty, sensibly affected by the misfortunes of his ancient allies and friends, has not failed to concert measures with his Serene Highness the Prince of Orange to prevent if possible the total loss and alienation of their valuable possessions in the Indies, to which the

French will naturally turn their attention, and which, if once in their possession, might be irretrievably so. It is in consequence of this concert between his Britannic Majesty and his Serene Highness that we have the honour now of delivering the letter from the latter which the bearers will hand to you, and which we make no doubt will meet with that attention from you Sir which it demands, on account of the authority from which it proceeds, as well as from the consideration of the interests of the Company which you represent and those of the people of the colony over which you preside.

The necessity of anticipating the designs of the enemy, if they should have formed any such, induced his Majesty to despatch us on this service, with such a force only as could be immediately assembled and as was likely to effect the passage without the delay usually attendant upon large fleets encumbered with transports. We have however the honour to announce to you that such a one, with a land force sufficient to secure the colony from any attempt which may be made upon it, was in such forwardness when we sailed that its arrival may be daily looked for—and in the meantime we flatter ourselves that the exertions which we feel every inclination to make in case of necessity will enable us, even with our present force, in co-operation with the internal strength of the Settlement, of whose cordial assistance we shall have no doubt, to withstand any desultory attack which is what alone can be formed by the enemy, with the precipitation which would be requisite for it to precede the armament of the arrival of which we are in daily expectation.

We have, [etc.]

G. K. E.

J. H. C.

ELPHINSTONE TO GOVERNOR SLUYSKEN

Monarch, False Bay.
June 13th, 1795.

Dear Sir,—When I had the honour to send you the letters of our friends Mr. Hunter and Mr. Scott I did not think it proper to add the second set until I was assured of their falling into your own hands. You may be surprised that my name is not mentioned in those of Mr. Scott. The fact is that only three ships were sent under the command of Commodore Blankett, and I was to follow with the troops; but the frost having recommenced, I was obliged to leave them behind, and overtook the Commodore off the Cape the morning of our arrival. The embarkation of the troops was to be complete by the 14th of April, and the whole would sail the first fair wind thereafter, so they are on this side of the line ere this.

By Captain Hardy and Lieutenant Colonel Mackenzie you will receive his Serene Highness the Prince of Orange's letter and two more from Mr. Scott, who is in the confidence of the Minister, and I can assure you that I have the latest and most ample authority to fulfil every engagement he sets forth. There were also conversations took place which are of the utmost consequence for you to know, which leads me to press an interview with you or Colonel Gordon.

I should have come to Cape directly but have been much indisposed, even confined to bed. If you or the Colonel are so obliging as to honour the General and myself with a conversation, I rest assured that we shall be able to shew things in so clear a point that after giving the present distressing circumstances due consideration your determination will be such as produce the happier

effects to yourself, and be the means of securing the future effects of this settlement.

I have, [etc.]
G. K. E.

I am very sorry at the alarm our appearance occasioned, but the officer of the frigate [1] forgot to make the signal, and the instant I observed the boat had not returned I anchored.

Sent herewith: 3 letters to Governor Sluysken: 3 to Colonel Gordon; 2 to Isaac Strombom.

ELPHINSTONE TO [COLONEL GORDON [2]]

Monarch, False Bay.
13th June, 1795.

Dear Sir,—I had the honour to send you a letter in haste from the Bay and I am to lament that the delay of the boat occasioned an alarm at the Cape. It was the mistake of the officer from the frigate.

I have now the honour to send you another letter from our friend. In fact it is the letter of the minister with the knowledge of the Prince of Orange, who I can assure you has the fullest confidence in your honour and attachment. It is of the greatest consequence that a meeting take place between the Governor or yourself with General Craig and me—you in particular because we have many things to say respecting the troops,

[1] The Medenblick.

[2] The name is not given in the letter book, but there can be no doubt about it. The reply is not among the papers, but it is printed in Theal (p. 45). In it Gordon expresses his Orange sympathies, and adds, 'I abhor French principles, and that if our unhappy republic, where I am born in and served these 42 years, should surrender (which God forbid) that then I am a Greatbritainer.'

[and] departments, civil and military, which are not contained in the Prince's general letter, but which are in the instructions of the General and my latter d°, all of which were submitted to the Prince at Hampton Court. I left England twenty days after the Commodore and the General, which will account for my name not being mentioned in Mr. Scott's letter to you, as the remainder of the ships and troops were to sail with the first wind after the 14th April. I trust they are now in south latitude. Not doubting but that the happiest events will follow your deliberations.

I have, [etc.]
G. K. E.

JOURNAL

Sunday, 14th June.

Nothing material. Received beef, vegetables and fruit from the shore.

Monday, 15th June.

At 8 A.M. Captain Hardy returned from the Cape with letters. Reports that the Governor seems a cold undecided character.[1] Informs us that the troops left this place this morning at daylight and are encamped at Mysemberg, about 9 miles off in a strong pass with some militia cavalry and four guns.

Lieut. Durban of H.M.S. Monarch being on shore for water gained the information contained in Report.

[1] Lt.-Col. Mackenzie in his report to Craig said, 'he appears to be a man possessed of the most uncommon *sangfroid*, and received your letter with that from the Prince of Orange with the greatest unconcern.'

Lieut. Colonel Mackenzie and Mr. Ross returned with letters from the Cape. Rather unfavourable.

General Craig and I wrote to desire safe conduct for the General to meet the Governor. Sent the letter by Capt. Parkhill and Mr. Farquhar.

Tuesday, 16th June.

Captain Dekker of the Dutch frigate Middinblick signified his intention to sail. I was surprised at this change of sentiment. I answered his letter, and desired his honour that he would not go into a French port.

ELPHINSTONE TO CAPTAIN DEKKER

Simons Bay,
June 16, 1795.

Sir,—I have this instant had the honour of your letter, and confess, after the conversation which passed in the presence of General Craig and your officer Baren, that its contents astonished me.

I thought I had fully explained to you that the object of my mission was to give protection to such of the inhabitants as were well disposed to the Constitution of Holland, and to assist in resisting any attempt that might be made to introduce French troops or French principles into this colony, and I was happy to be assured that you would heartily assist my endeavours—judge then my disappointment on receiving your letter of this date. My instructions however require that all merchant ships should give security; but as they are under your convoy I shall only require under your hand and seal a positive declaration that

neither you nor they will enter any French port whatever.

I take my leave with great reluctance and have the honour, [etc.]

G. K. E.

Captain DEKKER.
Commander of the Dutch Frigate Middenblick.

ELPHINSTONE TO THE GOVERNOR GENERAL OF ST. SALVADOR

His Britannic Majesty's Ship Monarch,
Simons Bay, the 16 June, 1795.

Sir,—May it please your Excellency.

I have the honour to inform you of the arrival of his Britannic Majesty's squadron under my command at this place and to recommend to your Excellency's attention the ships and troops of the King my sovereign which I hope are in your Bay, the latter under the command of General Clarke. As there is reason to apprehend that the French intend to send a large squadron to this place, I find it impossible to proceed with the squadron under my command for the protection of those troops or even to detach a force for that purpose equal to my inclinations; and as I cannot doubt of your Excellency's desire to forward the joint interests of the Allies, I request you will if possible add any ship or ships of her most faithful Majesty the Queen [1] to assist the convoy, so far as your Excellency thinks proper or can with propriety spare them.

I have, [etc.]
G. K. E.

[1] Of Portugal.

ELPHINSTONE TO MAJOR GENERAL CLARKE

His Majesty's Ship Monarch, Simons Bay,
17th June, 1795.
[*dated 16th in Theall.*]

My dear General,—General Craig has already said all that can be said. You need not doubt how anxiously on every account I wish to see you, as very much depends upon it (setting friendship out of the question). It has not been judged prudent to send a stronger convoy,[1] or to diminish our naval force here.

I must tell you here is in circulation little else but paper money; therefore you must bring a good supply of cash—silver in Spanish dollars is preferable—but if that cannot be procured where you are, gold is the next best; let me therefore entreat you to draw on my account for two thousand pounds sterling upon the Treasury. Captain Brisac will receive that and any sum you bring on account of the Army. I wrote to the Portuguese Governor requesting he will send any ships he may have employed, to strengthen the convoy to this place, or as far as he thinks proper. I fear he will not comply, but I do my duty; to you it would be impertinent to recommend expedition. I have reason to think we have a strong party among the troops.

I have, [etc.]
G. K. E.

JOURNAL

Wednesday, 17th June.

General Craig went on shore, and was told he could not get horses until they were sent from the

[1] *I.e.* to escort Gen. Clarke and his troops from San Salvador to the Cape. This ambiguous word may, according to the context, mean:—(1) ashore, escorting ships; (2) ships under escort; (3) both together.

Cape. I imagined this not to be the case, as an Extraordinary Council was called.

Captain Dekker came on board and informed me that he intended going to the Cape to attend the Council.

Dispatched Captain Brisac in his Majesty's ship Sphynx under his command to St. Helena and St. Salvador [with the preceding letters].

ELPHINSTONE TO DUNDAS

His Majesty's Ship Monarch, Simons Bay,
Cape of Good Hope, 17th June, 1795.

Sir,—I have the honour to inform you that I was fortunate enough to join the squadron under the command of Commodore Blankett on the 10th instant off the Cape, and that on the 12th the squadron under my command consisting of His Majesty's ships named in the margin [Monarch, America, Ruby, Stately, Arrogant, Victorious, Sphynx, Echo] anchored in this Bay—the Rattlesnake came in on the 15th.

Upon our anchoring I observed an uncommon stir, and signals over all the country, and indeed my ship was fired at, which I have since discovered was owing to the negligence of a Dutch officer who was sent on board the Monarch with a signal flag concealed in his boat which he was desired to have hoisted[1] but he totally forgot it.

The accompanying letters, journals, and narratives contain all the information I have in my power to communicate to you at this moment, as notwithstanding my endeavours to procure some decisive satisfactory intelligence from the various

[1] *I.e.* if the ships were not hostile.

interests, all different in their nature, and the parties which prevail, it is not likely that any determination will be immediately formed on shore.

The greatest difficulty seems to be the paper money in circulation here amounting to two million of Rix dollars which is the only payment offered, and of which many of the first men have a considerable stock.

A second idea has prevailed for some time that Holland was on the eve of making peace with France at the price of a declaration of war against England. This occasions a reluctance to declare one way or the other until something further is heard of the state of Europe.

A third objection is that the monopolies are in the hands of the Council, an advantage they would hesitate extremely to resign, or to adopt any measure which might hazard their losing it; at the same time it is a powerful engine with the people who sensibly feel the oppression of such a practice.

In this emergency and in the present situation of circumstances, General Craig is of opinion with me that not a moment should be lost in sending for the troops, and that it is impossible to diminish our present force without losing the footing already obtained. I have therefore directed Captain Brisac to proceed with the Sphynx under his command to St. Helena and St. Salvador with letters and orders, copies of which will accompany this; and as the paper money in circulation here is of little or no value, and no one will receive it from us, I have been under the necessity of applying to Governor Brooke and General Clarke for a supply of cash if any can be procured, as stated in my letters to them, copies of which you

will also receive herewith, which explain the mode in which the money is to be procured, and you will be pleased to issue the directions necessary thereon to the respective official departments in England.

A large fleet consisting of 17 or 19 Dutch India ships sailed from this place about a month ago under the convoy of a frigate and brig of war. I understand they were ordered to avoid St. Helena and the Channel by reason of the expectation that Holland had made peace with France upon the terms of the States declaring against Britain.

I have met with nothing but chicane and duplicity hitherto where I least expected it, and our present situation renders it necessary to temporise.

On the 16th Captain Dekker commanding the Dutch frigate Middenblick of 36 guns sent me the letter of which I enclose a copy and my answer to it. This affair has given me the deepest concern because it obliges me to depart in some measure from the orders I have received, and from his frank declaration I did not expect it ; but I am well convinced it proceeds from an attempt of the Council to ascertain whether I would oppose his departure, and that on firing one gun he would have surrendered, which would have been turned to our disadvantage with the country people who are assembled and of whom the Governor and Council stand in great awe, being detested by them. I could not however venture to detain the frigate in our present distressed situation, one ship having 200 men confined to bed by the scurvy and the others all in a great degree afflicted with this complaint.

Of troops, marines and disciplined men I might perhaps be able to land 1800, and have no doubt

of beating any force they could bring into the field, and what is still more in our favour is there being every reason to believe that the regular troops would join us, but even then if a few hundreds retired into the fort we have not one gun, mortar, Artilleryman, Engineer or entrenching tool, and a communication of twenty miles to keep for our provisions.

Under all circumstances it was judged expedient to allow the Dutch frigate to depart rather than to risk hostilities which might deprive us of our present footing and thereby afford the French an opportunity of introducing themselves. So soon as the men are recovered I shall employ the ships in cruising off this place from time to time, in divisions, for the purpose of endeavouring to intercept any vessel that may attempt to enter or convey intelligence, of which I anxiously hope you and his Majesty's other Ministers will be pleased to approve.

It is necessary to observe that both the Governor and Captain Dekker mentioned that the Stadtholder's letter was ambiguous, if not equivocal, and by no means correspondent to the extract of the letter from his Serene Highness to Lord Grenville with which the General was furnished.

You will observe the General's offer of going to the Cape and the Governor's answer; but he this morning received a note signifying that horses could not be procured. I went on shore to endeavour to discover whether this difficulty was real or pretended, but without effect. I met there a gentleman with an unequivocal message from one of rank among the troops, respecting himself and a number of men. The Captain of the Dutch frigate came on board soon after I returned from

the shore and told me he was going to the Cape [1] and did not propose sailing so soon.

I have, [etc.]
G. K. E.

ELPHINSTONE TO GOVERNOR BROOKE

His Majesty's Ship Monarch, Simons Bay,
Cape of Good Hope, the 17th June, 1795.

Honble. Sir,—I have the honour to inform you of our arrival at this place on the 11th instant, after having had the good fortune to join the squadron under the command of Commodore Blankett with General Craig on board.

It is needless to enter into a longer detail than to observe that considering the smallness of our present force the Council here seem inclined to delay coming to any immediate determination respecting their conduct until they hear further from Europe.

In conjunction with General Craig I beg leave to represent to you that it is of the greatest importance that our numbers here should be increased as speedily as possible, and I therefore doubt not that you will send us with the greatest expedition by the Arniston, Swallow or any other ship whether belonging to his Majesty or to the East India Company, as many men as you can prudently spare.

The General will communicate to you our total want of artillery and of men trained to that service, with other circumstances of which he is more instructed than I can be.

At all events if the Swallow should not have

[1] To attend the Council, the captains of any Dutch men-of-war present being *ex officio* members of it.

sailed for England prior to your receiving this I beg that vessel may be immediately sent to me as her services are essential, in fact absolutely necessary.

There is another subject which I must beg leave seriously to press upon your attention—here is nothing in circulation but paper money, of which not being sufficiently aware when I left Britain I came unprovided with specie; it is therefore a most important point also that you should send me a supply of silver, if any can possibly be procured either from the Company or from individuals, for which I will grant bills at the usual exchange.

Any of the King's ships, the Sceptre excepted, have orders to follow your direction for the purpose of moving any men you may be so good as to afford us. I recommend the greatest caution in the approach to this place, and request you will deliver the enclosed orders to any of the King's or Company's ships you may send hither, and that you will be pleased to forward the packets sent herewith addressed for Britain, by any safe opportunity.

I have, [etc.]
G. K. E.

ELPHINSTONE TO THE ADMIRALTY

His Majesty's Ship Monarch, Simons Bay,
17th June, 1795.

Sir,—You will be pleased to inform my Lords Commissioners of the Admiralty that after having joined the squadron of H.M. ships under the command of Commodore Blankett on the 10th instant off the Cape of Good Hope, I anchored in

this Bay on the 12th with his Majesty's ships named in the margin.

I am sorry to mention that the scurvy has made great progress in most of the ships, but particularly in the Victorious, 187 afflicted with that dreadful disease and many of them will die if not permitted to land immediately, although I have directed fresh meat, fruits and vegetables to be procured as often as possible, but the latter articles at this season of the year are scarce and dear.

The slender communication I have yet been able to hold with the people on shore does not furnish me with much information, but I do not find that any French fleet have been heard of here, but they pretend to expect one very soon.

A convoy of 17 Dutch Indiamen sailed from this place three weeks before my arrival in charge of two men-of-war and I have reason to suspect they are instructed to avoid St. Helena and the Channel in consequence of a prevailing opinion here that Holland had made peace with France upon condition of declaring war against England.

I have, [etc.]

Evan Nepean, Esq. G. K. E.

JOURNAL

Thursday, 18th June.

General Craig with officers went to the Cape—the Sphynx sailed and the Echo.

Friday, 19th June.

Nothing from the Cape. Mr. Brandt, the Resident, his son, a German officer and Mr. Strombom dined on board the Monarch; saluted them with 9 guns on their coming.

Saturday, 20th June.

In the night all the troops were withdrawn from Simons Bay, and the women fled, and some hesitation in furnishing our supplies.

The sick were coming on board, in consequence of supplies being stopped ; at Mr. De Wit the contractor's wish, sent an officer to Mr. Brandt the Resident to know the cause ; he replied he knew not but such were his orders from the Governor.

At 10 A.M. Captain Dekker came on board and asked my commands to Batavia ; he told me he had been required by the Governor to land his men, but that he refused ; he requested me to take charge of a letter for the Prince of Orange.

At 4 P.M. the General returned from the Cape.

ELPHINSTONE AND CRAIG TO GOVERNOR SLUYSKEN

Monarch, 20th June, 1795.

Sir,—Major General Craig being this instant returned and having taken into consideration the paper [1] which he had the honour to deliver to you yesterday, we have thought that in a matter of such infinite importance to the happiness and welfare of thousands of both nations it became us that no want of precision and formality should be attributed to us, and therefore as the paper was delivered by the Major General, and from the hasty manner in which it was drawn up was not so full and explicit in many respects as what we proposed offering to your consideration, we have

[1] A declaration signed by Craig at Cape Town, but in the name of both, inviting the Government to put the Settlement under the protection of Great Britain, with assurances as to laws, taxes, trade and payment of Troops, subject to temporary oaths of fidelity.

now the honour of enclosing you one on the subject which we hope will fully answer every purpose of making his Britannic Majesty's intentions known, and we have only to add that we trust that from the considerations of justice, humanity and attention to the happiness of the people over whom you preside you will be pleased to make the contents public among them.

We have, [etc.]
G. K. E.
Jno. Craig, M.G.
78th Regt.

PROCLAMATION BY ELPHINSTONE AND CRAIG

Whereas an armed force acting under the pretended authority of the persons now exercising the powers of Government in France has entered into the territories of His Majesty's ancient allies Their High Mightinesses the States General of the United Provinces and whereas by the intervention of this armed force the established Constitution and Government of the Country has been overthrown. The Stadtholder has been forced to leave the Country and take refuge in England. The ancient Magistrature and Government of the great towns has been annihilated and an entire new form has been introduced, the officers of the States in general have been deposed and imprisoned, the public property has been seized in the name of the French Convention, the army disbanded and the fleet put under the command of a French Officer. And whereas by these acts the United Provinces of the Netherlands can no longer be considered as enjoying a Government of their own but as being subject to the National Convention

of France, who in fact now govern them in the most arbitrary and oppressive manner and have demanded contributions of clothes, provisions and money beyond the possibility of compliance, the representations of which have only been answered by menace of Military Execution.

And Whereas among the other consequences attending this assumption of the Government by the authority of the pretended Government of France and the seizure of all public property, as well as by the known principles now prevailing in France, it is apparent, that the Dutch East India Company can no longer be said to exist, but that their settlements and possessions will be considered as belonging to the property of France and will be seized upon as such, we therefore do by this proclamation issued by virtue of His Majesty's command hereby invite and require the Government and inhabitants of the Settlement of the Cape of Good Hope to accept of and put themselves under the protection of his said Majesty by delivering up the said Settlement with its dependencies to the forces under our respective command in order to prevent its falling into the hands of the enemy and to be held for the purpose aforesaid until a general pacification shall have composed the differences now subsisting in Europe and until it shall please God that by the re-establishment of the ancient constitution and government of the United States His Majesty may be enabled to return it to the legal and just owners.

And as it is the intention and wish of His Majesty that the inhabitants of the Settlement instead of suffering any inconvenience or detriment by accepting of the proposition and requisition hereby made to them should on the contrary be benefited thereby as far as the circumstances and

situation of the Settlement will admit, we do therefore make known that we are authorised and commanded to assure the inhabitants aforesaid that while they may remain under the protection and government of His Majesty, no change or alteration or infringement will be made in their laws and customs other than any which may be desired by themselves, that no fresh taxes shall be imposed, His Majesty relying that provision will be made by the inhabitants themselves for defraying the expense of the internal government of the Colony.

That the internal trade shall be free.

That permission will be granted to them to trade to and from the East India Company's possession with the same advantages as are enjoyed by the most favoured nation. And that in general the inhabitants shall be admitted to a full and free use of all the commercial advantages which their situation and circumstances will admit, while every endeavour shall be used to promote in their behalf the improvement and extension of these advantages in the most liberal manner. And as from the situation of the Dutch East India Company it is evident that it will not be any longer in the power of their servants here to procure the necessary pay for the troops raised for the service of the Settlement, we do hereby promise that we will not only take into His Majesty's pay the whole or such parts of the troops as may be willing to take a temporary oath of fidelity to His Majesty for the time that the Settlement may remain in his possession but that we will also pay the said troops the arrears of pay which from the same circumstances may now appear to be due to them.

We do also further inform the Officers of

Government that in order to introduce as little change and to subject them to as little inconvenience as possible we will leave them in the enjoyment of their several and respective employments until His Majesty's pleasure be known. And although we should think any assurance unnecessary, yet having been informed that some ill disposed persons have thought proper to spread insinuations and reports to the contrary, we do therefore hereby assure and pledge our several words and honours that private property shall be by us held most sacred, and secured and protected where necessary by every exertion in the power of the forces under our command who shall be enjoined and by the utmost attention shall be made to observe the strictest discipline.

And lastly to let the Government and inhabitants fully into the intentions of His Majesty towards them with respect to their protection, we do inform them that though the wish to despatch us with the least delay possible has induced His Majesty to direct us to proceed on this service with such troops only as could be brought on board the ships of war, a considerable force of troops fully adequate to the purpose was ready to follow us, and the arrival of which we pledge our word may shortly be expected. To these declarations and assurances we have only to add that, as it appears that a considerable sum of paper money is in circulation in the Colony, the security of which resting only on the Dutch East India Company must now be annihilated with it, whereby great loss and detriment must fall on the inhabitants, we have maturely considered this circumstance ; and as the extent and nature of this money is unknown in England we have no instructions on that head, and therefore being

willing to avoid every imputation of seduction on our side we do not think ourselves at liberty to enter into any special and proper assurances on that head. Yet being sensible of the importance it must have in regard to the welfare and prosperity of the Colony we promise that we will receive and take to heart every plan which such persons may point out to us as are therein interested, and that we shall send them to England, where we should hope some measure would be fallen upon to diminish the loss, if not totally to liquidate it. And we hope it the more as we know that there is at this present time property to a considerable amount belonging to the Dutch East India Company detained and preserved in sundry Ports of England in order to prevent its falling into the hands of the enemy, which property it may appear fit and we shall recommend it as much as depends on us that it may be applied to the purpose of liquidating the debts and claims of such settlements as may be entitled to the attention of Great Britain by their putting themselves under His Majesty's protection.

JOURNAL

Sunday, 21st June.

People continue to move off. Sent a letter to the Governor remonstrating, and a Proclamation &c. as follows by Mr. Farquhar, viz$^{t.}$

To the Burgomasters, Burghers and inhabitants of the Cape	A Dutch and English Proclamation.
To Colonel Gordon ..	A letter. A Dutch Proclamation. A German do.

To Governor Sluyskin ..	A letter.
To the Commanding Officer, Officers and men encamped at Meusenberg	A Dutch Proclamation. A German do.
To the Officers and troops at the post this side of Meusenberg	1 Dutch Proclamation 1 German do.

The Dutch frigate Middenblick sailed and saluted with 13 guns, we returned 9.

ELPHINSTONE TO GOVERNOR SLUYSKEN

His Britannic Majesty's Ship Monarch,
the 21st June, 1795.

Sir,—I am not a little grieved, nor less astonished, at the sudden alteration of affairs at this place, after you had so recently assured me that supplies of every kind should be afforded the ships ; that the sick should be landed and men, without arms, permitted to walk on the shore.

Yesterday morning I was surprised at hearing, without the least provocation on my part, that the troops had marched in the night and all the inhabitants fled ; that my supplies were cut off and no guard left over the hospital, wherefore I find myself obliged to embark men in a dying state, and even such as are convalescent, to prevent their depredations on the deserted houses and gardens left unprotected, not daring to take the liberty, without your permission, to land guards for their protection.

Captain Cust, an officer of the English East India Company's service, although in a bad state of health, informs me he has been ordered out of the town, and now seeks the protection here which you have denied him.

I have applied to Mr. Brandt to know the reason of all these proceedings. He can give me no information. Many of the inhabitants have sent to inform me that reports are circulated that we are here for the purpose of seizing the Colony by force; to send the inhabitants to New Holland after confiscating their property, and when I assured them of the contrary and told them that the General and I had fully explained our instructions to the Governor and Council they replied they were kept in the dark, and had not been shewn a paper of any sort on the subject, and that they thought themselves entitled to be considered and consulted where their interests were more deeply concerned than the servants of the India Company.

Hitherto the General and I have been extremely delicate in holding any communication with the Colony, excepting through the Governor and Council, and I have declined answering or given evasive answers to such of the troops and inhabitants as have applied to us; but as we find that the people are kept in the dark, and our intentions misrepresented, we must in justice to ourselves take the most effectual methods in our power to make known his Majesty's friendly intentions towards the inhabitants at large, however the interests of a few individuals may suffer for the public good.

I have, [etc.]
G. K. E.

[The Council replied this was the effect of Craig's Declaration and Invitation, handed to them on the 19th, becoming known to the inhabitants.]

ELPHINSTONE AND CRAIG TO MR. BRAND

His Majesty's Ship Monarch,
21st June, 1795.

Sir,—We have the honour to enclose you a proclamation explanatory of our Royal Sovereign the King of Great Britain's friendly intentions towards the Colony of the Cape and its dependancies, for your information, and we doubt not of your seeing the propriety and equity of the publication of the same.

We have, [etc.]
G. K. E.
G. H. C.

JOURNAL

Monday, 22nd June.

Sick returned to the hospital. Went on shore. Heard that the people did not understand the meaning and extent of the Proclamation respecting the oath, paper money, &c. 2 P.M. Mr. Farquhar returned, having delivered all papers, messages, &c. from Colonel Gordon. No answer from the Governor.

Tuesday, 23rd June.

Received two letters from the Governor and Council. Rather unfavourable. No answer from the Burghers.

Sent Mr. Ross (General's Secretary) with explanatory letters to Governor and Council. Three sail of ships said to be seen in the offing. Arrived the General Green schooner of Philadelphia bound to Mauritius.

ELPHINSTONE TO GOVERNOR SLUYSKEN

His Britannic Majesty's Ship Monarch,
23rd June, 1795.

Sir,—I have the honour of a letter signed by yourself and Council of the 21st in answer to mine of the same day to you.

It certainly never was my intention to interfere in the distribution of the military under your command. I had only to lament their being removed, as it gave an opportunity to the idle at the hospital to injure the inhabitants, a circumstance which could not fail of giving me much uneasiness as it being my *duty* and *inclination* to live on friendly terms with our Allies, and I am happy to find that a number of soldiers have since returned to Simons Bay whereby order is established, and as the contractor has hitherto been permitted to remain, we have little reason to complain, and I hope he or one of his partners may be permitted to continue.

As to the alarm of the inhabitants having been occasioned by a declaration of General Craig's, I beg leave to assure you that any declaration made by the General was not intended to offend, but in consequence of repeated applications on the part of the inhabitants who did not fail to represent that they were kept in the dark and considered themselves neglected by us.

I have only to add that at all times I have, [etc.]

G. K. E.

JOURNAL

Wednesday, 24th June.

Mr. Brandt the Resident and others continue to move off their effects. De Wit the contractor

ordered away. No supply in the market. Mr. Ross went to the Cape with despatches.

ADDRESS OF THE HONBLE. SIR GEORGE KEITH ELPHINSTONE, K.B., AND MAJOR GENERAL CRAIG TO THE GOVERNOR, COUNCIL, MAGISTRATES AND INHABITANTS OF THE SETTLEMENT AND TOWN OF THE CAPE OF GOOD HOPE

Gentlemen,—We are sorry to understand that there seems to have been some misconception of our intended meaning to convey by proclamation his Majesty's royal intentions towards the inhabitants of the Cape ; a circumstance easily accounted for by our being little instructed in the Dutch language.

In the first place with respect to an oath of allegiance, that can only be required from the military and such as draw pay from his Majesty, and for so long time only as they continue in his pay, protection and allegiance are synonymous, and his Majesty's officers cannot doubt of the good intentions of the inhabitants of the Cape, without giving them the trouble to quit their habitations for the purpose of taking an oath, were it required.

When his Majesty through us signified his royal intentions that no new taxes should be levied on the people it was not meant that all the former taxes were absolutely to remain, and we shall feel ourselves at liberty upon the application of the community to depart from any tax or impost that may be grievous, or of which they shall have just cause to complain, and nothing will give us more pleasure than to fulfil his Majesty's gracious intentions by hearing and relieving any well

founded complaints applied for by the majority of the inhabitants.

Some misunderstanding seems to have gone forth respecting the paper money. We cannot but be sensible that this must prove a subject of some difficulty, and therefore we have proposed that, which appeared to us as the mode most likely to continue a value on it, which otherwise it must lose on account of the total failure of the Dutch East India Company upon whose security alone it rests.

We shall be glad to be acquainted with the ideas of gentlemen more conversant with the subject, and have only to assure the inhabitants that we will join in every measure that shall appear practicable and justifiable in us for preventing, if possible, or at least lessening an inconvenience to which they must be liable.

A circumstance has been reported to us which we should consider as too absurd to notice did we not understand that it has made an impression on some people; that is, that the inhabitants will be liable to be impressed to serve on board the fleet, and even that some of them will be sent to Botany Bay. On this subject we have only to assure them that either measure would be perfectly illegal in us, and we should be liable to severe punishment were we to adopt it, but we are sensible that our ignorance of the Dutch language must expose us to the risk of being misunderstood on a subject in which it is our wish that we should be most explicit. We have therefore to propose that any number of gentlemen appointed by the community may repair to False Bay, where we shall be happy to meet them and to give them such explanation on every point as they may require, and such as we are well assured

will satisfy them of the benevolence of his Majesty's intentions and of our warm wishes to exert our best endeavours in fulfilling them.

And whereas many individuals have expressed their great anxiety about the encouragement which may be held out to negroes and slaves, we beg to observe that we hold any such advances in abhorrence, and even under the present circumstances we are ready, on the event of any tumult or insurrection, to assist with all our force in suppressing the same, and do declare upon our honour that any such men employed for that purpose shall be re-embarked the moment the Governor signifies he has no further use for them or their assistance.

We intend to take speedy steps to make our payments in specie by procuring it for that purpose. His Majesty sent us herewith [with] an intention to resist the tyranny of France, but with no view to enslave a brave people, our ancient friends and Allies.

G. K. E.
J. H. CRAIG.

Monarch,
Simons Bay,
24th June, 1795.

ELPHINSTONE AND CRAIG TO THE GOVERNOR AND COUNCIL

June 24th, 1795.

Gentlemen,—We have received the letter dated the 22nd instant with which you have honoured us.

We beg to observe to you that we have in no instance that we are aware of departed from the sentiments which we have from the first declared since our communication with you. In the first

letter which we had the honour to address to you, and which accompanied that of his Serene Highness the Stadtholder, we did not think it necessary to enter particularly into the exact nature of our mission, because we were led to suppose that it was distinctly pointed out in his Serene Highness's letter and we thought that it might be more agreeable to you to be made acquainted with it by that communication than by any from us. We repeat now, Gentlemen, that the great and sole principle which has actuated his Majesty in the steps which he has taken of sending a force to this Settlement has been to preserve the Colony for the States General and to protect and defend the inhabitants from the misery and destruction which must ensue from the French obtaining possession of it. And in doing so we again repeat to you also that our instructions are to preserve every method, whether of commerce or of any other nature, which may tend to better the condition of the inhabitants.

We desire to assure you, Gentlemen, that as we honour brave men we should be the first to approve and to applaud your resolution to defend yourselves, did the circumstance really require your doing so against an attack on the legal constitution of your country ; but we feel infinite regret that we have occasion to recall to your recollection that that legal constitution no longer exists ; were that not the case the occasion for our coming here would probably not have existed either ; and if it did no difficulty could present itself to our landing whatever force might be deemed necessary under the direction of an authority which might be derived from a legal Government at amity and in alliance with that of Britain. But no such Government is at present

to be recurred to. Holland is in fact a part of France; and if the colony of the Cape of Good Hope is to continue its allegiance to Holland and the oath which they have taken should oblige the inhabitants to adhere to the order of the States General, the arrival of those very orders issued by the mandate of the French Convention may convert us into enemies to-morrow, and excuse us if we add must shortly do so. But we cannot believe that any people can think themselves bound by an oath to a Government while that Government is overthrown by an armed force. The inhabitants of this settlement are surely not bound by any oath or any tie to the French Convention. It is under these circumstances and these only that his Britannic Majesty has invited and required the inhabitants of the colony to accept of his government during the annihilation of their own. We have in his Majesty's name pledged his royal word for the restoration of the colony the moment their own Government shall appear again, and his Majesty's chief and great exertions are directed to do so, but it cannot be expected that his Majesty should in any case suffer a possession which may in some sort be considered as the key of his own in the East to fall into the hands of his enemies, and we are most serious in our earnest exhortations that you will reflect on the awful moment which may arrive when a French and English force may be contending for the superiority within your walls. Should it fall to us we should have little obligation towards you, whose friendship we shall only have acquired by a victory. Should it on the other hand remain to the French, they are most likely to consider you as rebels, as furnishing a pretence to the confiscation of your property, their first

view in all their expeditions. We are rather at a loss to conceive the meaning of the last part of your letter which regards the proclamation which we have dispersed. We must beg to observe to you that this step (unjustifiable as it is in itself) was not however adopted till we had reason to believe that the persons most immediately interested were kept in the dark as to our intentions, and till after a British officer had been ordered out of the town solely for having shewn a paper which General Craig had given him, which the General was under no obligation to keep secret, and the contents of which the Governor informed the General he had himself laid before the Burghers. It is impossible to imagine for a moment that the acquainting the inhabitants of a country with the advantageous terms which we are instructed to offer them can alienate from us the minds of any but of those who from interested motives or Jacobinical principles (if any such there be) may wish to prevent their having their due weight. Let those alone be answerable for the consequences of their rejection, which we join with you, Gentlemen, in thinking may be most unhappy. As however we have not yet received any answer from the Magistrates and Burghers we shall still hope that every such unhappy consequence may be averted by their exertions to induce a compliance with a proposal made only for their own benefit.

G. K. E.
J. H. C.

JOURNAL

Friday, 26th June.

Received a letter from Mr. Brandt signifying the supplies were stopped. I expostulate in favour

of the sick; leave given for the sick to remain ashore, and promise to take care of them when we sail—answered no intention to depart. Orpheus Indiaman, Capt. Bowen arrived, with Mr. Pringle the Company's Secret Agent on board from St. Helena with good news. Mr. Ross returns with letter from Governor, Burghers, &c., desiring not to be troubled with further correspondence.

Saturday, 27th June.

Received letter from Governor and Council. Received sugar from Orpheus.

ELPHINSTONE AND CRAIG TO DUNDAS

His Majesty's Ship Monarch, Simons Bay,
27th June, 1795.

His Majesty's ship Sphynx having sailed from this for St. Helena the 18th instant, we had the honour to write you separately by that opportunity. Yesterday the Orpheus, a private ship of the East India Company, arrived here from St. Helena, from which she was despatched by Governor Brook immediately on the arrival of the Arniston at that place, and as we have judged it necessary to send her back again without a moment's loss of time, and consequently as she will sail in a few hours, we have agreed to a joint letter to give you the necesary information of the events which have taken place in the few days which have elapsed since the date of our former letters.

On the 18th Major General Craig went to the Cape Town and had a personal conference with the Governor, which, on the part of that gentleman, passed with formal civility very unpromising

to the success of the measures which it was our wish to bring him into ; the Major General, perceiving how little was to be expected from this quarter and that the Governor seemed to be the entire master of his council,[1] thought that it would be a very proper opportunity to make known to the people in general his Majesty's gracious intentions towards them, of which he found they entertained the most erroneous opinions, and he was the more induced to take this step from the repeated complaints which were generally made to us by those of the Burghers to whom we had access, that they were kept entirely in the dark.

The General accordingly laid before the Governor and Council the full extent of our instructions in this respect, and having at their desire given it into them in writing he took some pains to circulate copies of the paper while he remained in the town. We have the honour to enclose a copy as well as a translation of the answer which he received.

On the General's return on the 20th we enclosed a proclamation to the Governor more fully to the same purpose and sent one also to the Magistrates and Burghers ; to these we yesterday received answers, of which, as also of some other letters which have passed, we have likewise the honour to enclose copies.

This morning the Admiral received official information that the Governor has directed the usual supplies of fresh provisions, which we have hitherto received daily, to be stopped in future.

In this state of hostility we are under no apprehension of any mischief which can arise from any attempt on their part ; but the preparations

[1] His appointment as Commissioner General made him practically independent of it.

which they have been able to make to oppose us, as well as our present weakness in point of land forces, must necessarily oblige us to delay the execution of our further instructions till the arrival of the remainder of our force.

We have, [etc.]
G. K. E.
J. H. C.

On board His Majesty's Ship Monarch,
False Bay, 27th June, 1795.

Sir,—One sentiment and one opinion only guiding us, on the present occasion we trust that under the circumstances of the great hurry with which we wish to send the Orpheus back to St. Helena you will have the goodness to excuse our conveying them to you in a joint letter. By the stopping of our supplies and by the wish of having no further communication with us expressed in the last letter we have received from the Governor, as well as by its being echoed in that from the Magistrates and Burghers, we look upon ourselves as very nearly in a state of hostility. It is pretty evident that the Governor and Council have been much alarmed at the step of an application being made immediately to the people, and we imagine that their principal view in their measures now is to prevent a continuance of any communication with them. Our accounts indeed assure us that Party discord runs very high among them, but it is to be feared that the personal influence of the Governor, which is very great, will unite the greatest number against us. Whatever may be the views or prospects of this gentleman, and notwithstanding his assurances upon our first arrival, we have now good reason to believe that

he is our chief and strongest opponent, nor will his views, whatever they may be, suffer any check from his attachment to the House of Orange. We have every reason to expect that Col. Gordon's corps is well inclined to us, indeed we have grounds for hoping that they will join us as soon as we land; but the Corps of Artillery, which by all accounts is very good, remain firm to their present rulers.

Under the circumstances which we have represented we fear that we must at last have recourse to force, but our present weakness, our total deficiency in Artillery, and above all the hazard of keeping possession against the will of a numerous and well armed people with no nearer communication with the ships than twenty miles,[1] induce us to think that it would be too dangerous to make the attempt till we are better able to ensure success by having received a further accession of strength. It is not therefore our intention to take any steps for this purpose till the arrival of our reinforcement from St. Helena at least; these we shall look for in a little more than three weeks—it will then depend upon the circumstances of the moment, as well as the probable time at which General Clarke may be looked for, whether we shall proceed on the attempt or wait for him. In the meantime it is possible that the necessity of supporting our friends, particularly the Military, should they unexpectedly call for it, may force us into actual hostilities however desirous of delay.

We have, [etc.]

G. K. Elphinstone.

J. H. Craig.

[1] The distance from Simons Bay to Cape Town. It was unsafe to anchor in Table Bay in the depth of winter.

ELPHINSTONE TO DAVID SCOTT[1]

Monarch, Simons Bay,
27th June, 1795.

Dear Sir,—Since my last by the Sphynx of the 18th which you may have seen, I shall only add for the information of a friend that since that time Party seems to have run high at the Cape. You will therefore be so good as to say that this is a joint letter of Self & Co. It is impossible to be more circumstantial without detaining the Orpheus, which is of too great moment, but I have desired Governor Brooke to send any parts or all of my letters to him provided he has any safe opportunity. On the 19th G.C. went to the Cape and had an interview with the Governor. It was cool—many profession and offers of civility. In course of a few days we were informed by many of the inhabitants that they were kept in the dark and thought they were neglected by us. This induced the Governor and myself to circulate a Proclamation. From that moment the Council seemed to take fire, and after repeated communications I am this day informed by letter that we are to expect no further supplies, a circumstance I am to lament on account of the numerous scorbutic cases which the fleet furnishes. Of the Chief's sentiments I doubt we were mistaken. The second[2] is so cautious that it is impossible to decide upon him and indeed his situation is extremely delicate. I trust our Party to be good among the Troops. It would have been better had we come forward with hard money. Paper is the only payment known here, and the fear of

[1] Deputy Chairman of the East India Company.
[2] The 'secunde,' J. I. Rhenius.

its failure does us infinite mischief. I am most cautious to avoid hostility or even to seem sensible of any incivility and I have every reason to think I shall be able to keep the footing we have got, and if the succours we get from St. Helena are equal to expectation perhaps we may go certain lengths before the arrival of General Clarke.

The Orpheus arrived here last night and will depart on her return to St. Helena this evening.

Governor Brooke seems most zealous and active. I find the convoy had sailed from that island before the arrival of the Sceptre, consequently I have ordered that ship to convey General Clarke to this place.

A Danish ship will sail hence for the Downs in a few days. Mr. Tennant the supercargo is known to you, and the General and myself hope we may entrust to his care some public information for the offices provided no more favourable opportunity offers in the meantime. [*Ends.*]

ELPHINSTONE TO THE ADMIRALTY

His Majesty's Ship Monarch, Simons Bay,
27th June, 1795.

Sir,—The ship Orpheus bound to St. Helena may afford a chance of this coming to your hands for the information of their Lordships that the squadron under my command are still here, according to the names in the margin, and are now completely watered.

The Echo I have ordered to examine Saldanha Bay and then to return hither immediately the violence of the scurvy seems to abate, but there are still a great many afflicted, particularly of those belonging to Victorious, and some have died.

I am sorry to inform you that by a letter from the Governor of this date I am acquainted that no further supplies will be granted, in consequence of which I have written to expostulate in favour of the hospital.

At the instance of Lieut. William Owen 4th of the Ruby Captain Stanhope commanding that ship was tried by a Court Martial on the 19th instant and very honourably acquitted. And yesterday Lieut. Owen was himself tried on charges exhibited against him by Captain Stanhope and dismissed the service by sentence of the Court. The particulars and proceedings in the two trials shall be duly communicated by the first Government ship or other safe opportunity.

On the 18th the Sphynx proceeded to St. Helena with orders to remain there not longer than 24 hours, and then to repair to St. Salvador in order to hasten the troops under the command of General Clarke, but as the Sceptre is to remain at St. Helena until August as appears per a letter brought by the Orpheus I have ordered her to proceed to St. Salvador to bring on the troops and to strengthen the convoy.

I have, [etc.]
G. K. E.

Evan Nepean, Esq.

ELPHINSTONE TO MR. BRAND

Monarch, Simons Bay,
27th June, 1795.

Sir,—I have this instant the favour of your letter informing me that you are ordered by the Governor not to furnish the King's ships with any more fresh provisions.

I must therefore request to know if you have any order respecting the hospital, that I may take the necessary steps for removing the sick, many of whom must perish through this act of inhumanity.

I am, [etc.]
G. K. E.

ELPHINSTONE TO GOVERNOR BROOKE

Monarch, Simons Bay,
27th June, 1795.

Sir,—I am this instant honoured with your letter by the Orpheus, and beg that you will accept my thanks for having sent that vessel and Mr. Pringle, whose knowledge of the place and of the people will I trust render him of infinite service. The people here, deceived by some who are interested, and torn to pieces by internal faction, seem to entertain a vague opinion that they can exist as an independent State, and appear cajoled by the Council who are [dis]inclined to relinquish their monopolies among the troops. I have reason to believe we have a good interest, but I am not sure that it lies precisely where you had good reason to imagine it did.

Upon the whole I need only to repeat to you what I wrote by the Sphynx which sailed for St. Helena the 18th instant, that we are strong enough to beat them in the field but incapable of taking the Port from our total want of artillery and tools, but upon this subject my excellent colleague General Craig will inform you more at large, and we conclude ourselves most fortunate in having one of your zeal and well established reputation so near and so willing to forward our views. Every man you can spare for a time is necessary to enable

us to keep up our communication and the place after we get it, until more troops arrive.

Money is also of the greatest importance, as I had the honour of signifying to you by the Sphynx in my last, and even in a larger proportion than I then mentioned.

The Council, although at this moment they hold little communication with us and have driven off all the draught cattle, have not absolutely cut off our supplies; yet I expect it every instant, which gives me deep concern on account of the number of scorbutic men at the hospital, and they still pretend that they are determined to resist every attempt of the French and even to accept our assistance should a force of that nation appear, but of both assertions I confess I have doubts. I have the honour to send Captain Essington's orders, but I hope and trust he has already sailed on that truly essential service, for it is impossible that I can spare a ship hence by reason they have the troops on board, and on our force being collected depends our hope of resisting any force that may be sent from Europe and of preserving our present footing here, which I shall quit with reluctance.

The Swallow will not indeed contain many troops, but I have great demand for her. I have strong cause to believe the Dutch ships were forbidden to approach St. Helena, as a frigate which left Holland 23rd December led the Government here to believe that the States were effecting a peace with France and were to declare war against England. Wishing to avoid open rupture I was obliged to permit the States' frigate to sail for Batavia, who will no doubt circulate in India all that has passed in Europe, and here had I a vessel to send on to Madras I would do it, but

dare not part with one of the sloops as they must cover our landing. I may therefore use the Arniston for this purpose.

If you send the Orpheus to Europe you may communicate any part of this, but if you do not send that ship before the convoy, and are so good as to return her it must be useful: quick communication is the soul of service.

I thank you for your letter by Captain Bowen: he seems a valuable and intelligent man.

We shall anxiously wait your valuable succours. Mr. Brandt has just informed me by letter that our supplies are stopped by order of the Governor. I beg my compliments to Mrs. B., whose health I trust is much re-established.

I have, [etc.]
G. K. E.

P.S.—In case any accident should have prevented the arrival of the Sphynx at your island, or from having proceeded to St. Salvador, I send duplicates of her despatches to the Gen. &c., that you may exercise your judgment in sending the Orpheus or any vessel you may think proper.

JOURNAL

Sunday, 28th June.

The ship Columbia, Capt. Mully Master, arrived, an American vessel with secret despatches from Amsterdam—got possession of three boxes of papers, supposed to contain the whole of her despatches—engaged all day reading and translating them. Orpheus sailed for St. Helena, Echo for Saldanha. Ordered the Dutch ships [1] not to proceed.

[1] East Indiamen.

ELPHINSTONE TO DUNDAS

Monarch, Simons Bay,
28th June, 1795.

Sir,—Two Americans are this instant arrived, from Amsterdam ; no doubt they are the vessels mentioned in the French communication to be sent out under American colours to acquaint them of the revolution and invite the inhabitants to join. They are laden with provisions—articles not in demand here.

I am this instant put in possession of all the despatches to the Governor here and at Batavia, together with papers of a dangerous and inflamatory nature, all of which I shall take the liberty to peruse but do not think proper to detain the packet longer, which is under sail with the advice and concurrence of General Craig.

I have, [etc.]
G. K. E.

JOURNAL

Monday, 29th June.

Engaged reading intercepted despatches. Prepared two long letters for the Governor &c. at the Cape to go to-morrow by Lt. Owen.

ELPHINSTONE AND CRAIG TO THE GOVERNOR AND COUNCIL

His Majesty's Ship Monarch,
29th June, 1795.

Honble. Sir and Gentlemen,—Having received your intimation of the 25th that you found yourselves obliged to decline any further correspondence, it was not our intention to have encroached any more upon your time ; but as another occasion

puts us under the necessity of once more communicating with you, we cannot do otherwise than seize the opportunity which it presents of offering a few observations on the letter which, notwithstanding the intimation above alluded to, you thought proper to address to us and which is dated the 27th instant.

Considering the unfriendly appearances which everywhere reigns around us, and more particularly the stoppage of those supplies of fresh provisions which though so essentially useful to the few sick which we have, can, as the squadron is in no want of provisions, in the general consideration only be viewed in the light of refreshments which the polished modes of modern war do not sometimes deny to avowed enemies, it could not but be with much pleasure that we read of your abhorrence of all Jacobinical principles, as well as your determination to defend the colony against the forces of the French Convention. It is true, Gentlemen, as you observe, that we at first offered the assistance of all the forces under our command in such defence should the occasion present itself. We believe that we have never departed from that offer and we desire now to renew it. The truth is, the principal object of his Majesty in sending us here has been to save you from the misery consequent on such an event as the French getting possession of the Settlement, but it is not equally true Gentlemen, that we have given you any room to assert that we think ourselves entitled to take the colony for our Sovereign.

His Britannic Majesty considers the Republic of Holland under its ancient and legal constitution as his friends and allies, and although it has pleased divine Providence in its wisdom to permit the country to fall under the dominion of a foreign

power, yet his Majesty is so far from considering the re-establishment of that constitution as impossible that he looks forward with confidence to the blessings of that same Providence on the justice of his arms for the success of his efforts to bring about so desirable an event, and in the meantime it is his Majesty's wish to preserve for the Republic, his friend and ally under its ancient constitution, as much of the possessions belonging to it as can be saved from the ambitious grasp of the common enemy. It is with this view that we are instructed to invite and require the Government and inhabitants to accept of the protection of his Majesty by delivering up the Settlement and its dependencies to the forces under our command ; but you will observe Gentlemen that such invitation and requisition extends only to that period when it may be possible for his Majesty to restore it to the legal and proper owners.

In the meantime Government must exist, and as his Majesty and we his servants do not conceive that the inhabitants of the Cape are desirous of embracing that of the Jacobins of France there seems to be no alternative to their choice, nor can we for a moment suppose that we have presented to them other than a blessing in this offer of the mild and equitable dominion of Britain, while they are restrained from the possibility of enjoying their own.

In conveying this invitation we thought it right at once to lay before you and the Settlement such part of his Majesty's instructions to us as relate to your situation, in the event of your acceptance of it ; by these we thought his Majesty's gracious and benevolent wish to meliorate the condition of the inhabitants, as far as appeared practicable, would be apparent, and that they

would tend to destroy that jealousy with which we are well aware all men are apt at first to view a foreign domination.

We assured you that the laws, usages and customs of the Settlement should not be infringed, his Majesty and the Government of Britain having no view to profit by those taxes which have hitherto existed for the benefit of the Indian Company in the markets and internal trade of the colony. We have declared that these shall be free and unshackled, while no new taxes shall be imposed upon it ; on the contrary such as are found to be grievous and oppressive will be abolished ; personal liberty and private property we have declared shall be held most sacred by us and shall be in every event protected by all possible exertions in our power. Aware that the Colony can have no trade with the Mother Country and that it must be subject to the utmost distress from the impossibility of receiving any further supplies or necessaries from thence, we have offered them the right to trade, not as formerly under the monopoly of a Company but of themselves, to Britain and to her possessions in the East.

Knowing that your troops can no longer be paid by the East India Company, whose credit must expire with its commerce, we have offered them a superior and a better pay.

It cannot be thought extraordinary that we should require from them the security of an oath of fidelity which we restrict to the time of their being paid by us, but our placing confidence in them on such security will be the best proof to the world that we require nothing dishonourable or incompatible with their present obligation from them, and lastly, Gentlemen, appealing to your-

selves for the distress which you know must fall on the officers of the Government from the same cause of the impossibility of their being any longer paid by the Company, we have promised that they shall continue in their present employments at least till his Majesty's pleasure be known.

These, Gentlemen, are the general heads of what has passed between us, in which we are confident nothing can be discovered on the part of his Britannic Majesty but the utmost friendship and regard for his ancient friends and allies the States General under their old and legal constitution, and the tenderest solicitudes for your happiness. But, Gentlemen, you ask us what *title we have to absolve you from your oath taken to your superiors.*

We claim no such right, Gentlemen. On the contrary it is in virtue of that same oath that we require from you an act of duty to preserve the colony for these superiors to whom alone your oath binds you, by the only means which are now left to you. But, Gentlemen, though we have the highest regard for the solemn obligation of an oath, and would as little require others to act in violation of it as we would ourselves be compelled to such an infamy, yet we could in the present instance tell you, with the strictest regard to truth, that you are no longer under any oath, and as the proof of the justice of this assertion we refer you to the 3rd paragraph of the enclosed proclamation.[1]

So, Gentlemen, sensible of the force of the obligation of an oath, we will not offer such an insult as to argue against the right here exercised of annulling one part of an oath and retaining

[1] No copy of this. Apparently it was the 'Proclamation' referred to at '9th' on p. 315 below.

the obligation of the remainder, a right as indefensible in its claim as is that of transferring your allegiance to the French Convention or a new constitution framed under its direction, and a claim as absurd as is their calling you a free and independent Government while they have an army of 120,000 men in your country; whilst they have discharged your own officers and seamen to make way for theirs in the command of your ships and fleets, and whilst they are openly and avowedly emptying your stores and arsenals in order to fit their own.

We decline entering into any discussion of Captain Cust's business,[1] which we wish we could view in any other light than as an additional mark of a disposition which we see with regret; but we cannot conclude these observations on your letter, notwithstanding the length to which they have already drawn us, without adding that by the perusal of the despatches which will be delivered to you herewith you are now thoroughly master of the situation of affairs in Holland, you must know that every information which we have hitherto given you relative to them has been strictly true. You must feel the force of every argument which we have founded upon that situation, and to us it appears that you have a plain option before you. On the one hand you have a Government upon French principles of Jacobinism, you have liberty, equality and fraternity—possibly under the protection of a French force, with the dissemination of the too captivating idea of *universal freedom* and the rights of man among your slaves (the universal practice of the French, by which they have already laid waste the finest islands of the West

[1] *Vide ante*, p. 283.

Indies), forcing the unfortunate inhabitants of the settlement from the peaceable enjoyment of their homes and families in the country to meet the guillotine on your market place. You have to encounter the total want of money, necessaries and succours from the Mother country, the failure of your markets and the entire annihilation of the little commerce which you now enjoy.

On the other hand you have protection, peace and an extended commerce, with every advantage which the Settlement is capable of ; you have the continuance of your laws, customs and usages ; and you have the certainty of returning into the possession of Holland the instant such an event is practicable ; you have security to your property and to your domestic happiness. But it is unnecessary, Gentlemen, to recapitulate what we have already said on the subject ; we leave it to your consideration ; we shall rest satisfied with having fulfilled every call of humanity, friendship and the faithful discharge of our duty to our Sovereign in thus once more pressing it on you. We beg you to be assured that these motives alone could induce us to continue a correspondence which has been declined on your part, and in a manner accompanied with such marks of an unfriendly disposition. We are anxious to discharge ourselves of every possibility of blame, and if the colony should unfortunately experience all the unhappy consequences which we cannot but foresee must arise from the rejection of our offers, we trust and have no doubt that the inhabitants will do us justice and direct their acknowledgments to those only under whose influence they act.

We have, [etc.]

G. K. E.

J. H. C.

Enclosed a printed proclamation received from Holland, sent by Lieut. Owen of India Company service.

His Majesty's Ship Monarch,
Simons Bay, 29th June, 1795.

Honble. Sir and Gentlemen,—We do ourselves the honour to acquaint you that on the 28th instant the American ship Columbia, being examined by the boats of the squadron, the Commander declaring that he had sailed from Amsterdam, a port in possession of the enemies of his Britannic Majesty, under the enclosed pass from the Commissioners of the National Convention of France whose authority appears to be paramount in that country, delivered to the officers on duty a number of packets and papers directed to different people at the Cape.

Conceiving it to be our duty to examine all papers coming from any port in possession of the King's enemies, and under their passports, we did not hesitate to open these, and we have accordingly perused them all, and finding several which appear to be public despatches addressed to you we do ourselves the honour to forward them to you, as well as the private letters directed to individuals at the Cape town. These we might perhaps have thought ourselves justifiable in detaining, as it appears by the tenor of several of them as well as by a public letter to the first Commissary that none have been suffered to come but such as have passed a previous inspection of persons entirely under the command of our enemies, but we have thought that the doing so would occasion much private inconvenience.

We think it right however to apprise you that we have stopped all newspapers because we know

that the truth cannot be published in Holland. We know that no man dare publish but precisely as the Revolutionary Committee approves, and they would therefore only mislead, but not inform those to whom they are addressed. The letters in many respects came under the same description ; many of them inform you of planting the tree of liberty, but none mention the erection of the guillotine ; many expatiate on the blessings of their new liberty, but not one mentions the imprisonment of all the leading and best men of the Republic, or the enormous contributions which have been levied for the emolument of the French. They some of them observe on the amicable disposition and good behaviour of their new friends or masters, but none give the smallest idea of the hundred whom the resentment and indignation of the Dutch have already deprived of their lives in every town in the Republic. We have no doubt but your correspondents are sensible of and feel their situation, but we are aware also that they dare not express it in letters which were to pass under a French inspection. The only circumstance in which your correspondents seem to have expressed themselves with any freedom is in the true picture which they give of the lamentable situation of the finances and public credit of the India Company.

We are, [etc.]

G. K. E.

J. H. C.

JOURNAL

Tuesday, 30th June.

Mr. Owen went on shore with despatches for the Cape, and the public and private papers taken

out of the Columbia. Mr. Brandt could not give him a passport—he came on board again. Mr. Pringle, who was with him, wrote to the Governor, for a passport for him. Flour and wine ashore destroyed.

ELPHINSTONE TO THE GOVERNOR AND COUNCIL

Monarch, Simons Bay,
30th June, 1795.

Honble. Sir and Gentlemen,—I have had the honour to receive your letter of the 29th requiring that I would suffer the three Dutch East India ships lying in Simons Bay to depart and proceed on their voyage. I beg you will do me the justice to believe that I did not venture upon a step of this consequence without being fully instructed thereunto, which instruction was with full concurrence of the Prince of Orange, in consequence of his Serene Highness's letter to Lord Grenville, the substance of which you were acquainted with soon after I had the honour to hand his Serene Highness's letter to you.

I must further remark that I have not seized the above ships as prizes, but I have only detained them until it shall be determined to whom they legally belong, and at all events to prevent their falling into the hands of the French.

It is no longer necessary to inform you that long before I left Europe the like orders had been given and circulated by the new modelled States of Holland against British property, nor is it necessary to add that this order was by the express command of a member of the French Convention then residing in Holland, who in conjunction with

General Pichegrue constrains the present pretended States implicitly to obey their commands.

I have, [etc.]
G. K. E.

JOURNAL

Wednesday, 1st July.

Passport arrived and Mr. Owen went to the Cape with despatches and papers taken from the Columbia. Mr. Brandt signified that the Dutch ships were ordered to sail and the battery to fire if I stopped them. I ordered the Stately to the Northward, and Arrogant to the Southward of the battery. Put the squadron to $\frac{2}{3}$ allowance to commence to-morrow, excepting peas and oatmeal. Sent the remainder of the private letters addressed for people at the Cape, &c. to Mr. Brandt.

Thursday, 2nd July.

The Dutch ships made no attempt to sail. Employed all day preparing letters &c. for Mr. Dundas and Mr. Nepean.

Friday, 3rd July.

The battery on shore deserted; a gentleman went there, found the guns spiked, but very imperfectly. Mr. Owen returned at 4 P.M. from the Cape with a letter signifying that the Governor and Council saw no reason in the despatches to alter their former opinions. Finished despatches for the Dane.

ELPHINSTONE TO DUNDAS

His Majesty's Ship Monarch,
Simons Bay, 3rd July, 1795.

Sir,—Since I had the honour of writing to you on the 28th ultimo by the Orpheus, wherein

I informed of the discovery of the papers on board of the American ship Columbia, which cleared with a pass from the representative of the French people at the Hague, which papers were obtained by using prudent measures and without violence, I have had time, in conjunction with General Craig, to peruse the despatches for this place, India and China, the heads of which are as follows, as I am disinclined to send the copies by the present opportunity—a Dane.

1st. Advice of their having sent the Columbia, an American vessel, with despatches to the Cape of Good Hope and Batavia, and to return with a Dutch cargo ; also for the Governor of Batavia to send produce in future in all neutral and Dutch vessels preferring American.

2nd. To purchase grain at the Cape upon the best possible terms and send any quantity thereof by all Dutch and neutral vessels that can be procured there being great scarcity.

3rd. Orders from the States General to put the place in a posture of defence to resist all foreign attacks ; to seize, detain and store all British property until decided on (dated 10th February) ; to lay embargo on all neutral ships and vessels for two months or longer at his option, to prevent information from spreading.

4th. Resolution of the States General dated 16th February acknowledging the sovereignty of the people, annihilation of the Stadtholdership and total change in the ancient government, and have established a provisional one to act in the meantime and requiring all persons to accede thereto.

5th. Whereas hostilities have ceased with France, all ships from every part of the East Indies that shall arrive in 1795 are ordered to sail into the latitude of Corvo and Flores, where if they are not met by French or Dutch men-of-war, they are to make the best of their way to the nearest French port, taking care to avoid the French ports in the English channel unless driven there by stress of weather, and carefully to avoid English ports and ships.

6th. Take the earliest opportunity of informing of the Revolution; the French acknowledge them to be a free Republic; to prohibit any ship sailing for Europe except under convoy of French or Dutch men-of-war, but to remain and defend the place and carefully to avoid all English ports; and you will at once see that you must no longer look on the French nation as your enemies.

7th. We require you to use all exertions to preserve the Company's settlements and property and to conduct yourselves with great precaution, particularly towards the English; to be particularly on your guard so that neither under pretence of friendship or other means you may not be surprised and that you act as good servants, whilst at the same time we do not conceal that you shall be held answerable for the consequences in case by your neglect anything unfortunate shall ensue.

8th. On the receipt of these despatches to make copies and circulate them all over India.

9th. A Proclamation declaring liberty,

equality, fraternity and the rights of man, banishment of the Stadtholder, sovereignty of the people, abolition of the former government, establishment of a provisional government, absolving from all former oaths to the ancient government, and to be stuck up at the public places.

10th. They rejoice in heroic terms at their new acquisition of liberty and recommend unanimity.

I have also discovered that all the ships of 1794, in which number you may include 21 which sailed hence only a month since, have been ordered to sail North-about round Shetland, and that all French ships are ordered by the representatives of the people at the Hague to endeavour to meet them, give them protection, and persuade them to make for French ports on the ocean, although I am afraid that this information will arrive too late to be of any service.

To Canton in China the orders are general, desiring their servants to do their best and to act as they did in 1781.

I shall take the earliest opportunity of sending advice of the above information to all the different Presidencies in India and to China, but I am miserably distressed for want of frigates. The two sloops I have are so small and sail so extremely ill that it is not safe to trust them by themselves.

From the private letters by the ship Columbia it appears that all of them had been opened by a Committee appointed for that purpose, and the Governors are directed by a public despatch to seal them up before they cause them to be delivered; therefore you will easily imagine that all the information has been on one side, a circumstance which has induced the General and myself to withhold

many of them, and all newspapers and pamphlets without exception, but the public despatches for the Cape we have thought proper to send that the different parties might be informed of the situation of affairs in Holland, as the Government here had induced the inhabitants at large to discredit what we had circulated on our arrival.

On the 28th ultimo three Dutch Indiamen in this bay attempted to depart. I sent an officer on board to prevent them, and to deliver them the papers I enclose. On the 30th I received a remonstrance from the Governor against this act of violence and demanding redress, which I have the honour to enclose with my answer thereto. On the same day Lieut. Owen of the East India Company's service, who had resided some time at Cape Town, was thought a proper person to be sent on shore by the General and myself to bear the public despatches to the Governor and such private letters as we judged fitting to go, but the Lieutenant was refused a passport. Mr. Pringle, to save time, who has been for a considerable time the East India Company's resident at this place, wrote from the resident's house here in my name, desiring that Lieut. Owen might be furnished with a passport; and whilst I am upon this subject I hope you will forgive me for mentioning that I have found Mr. Pringle of material advantage to the Service in consequence of a residence of 15 months at this place and intimate knowledge of most of the leading people of the colony, their principles, &c. On the 1st instant Mr. Owen's passport arrived and he departed immediately.

Mr. Brandt, the Dutch resident here, signified to me that the three Dutch ships were positively ordered to depart and desired to know whether I meant to prevent them. I answered 'Yes.'

By private information from the shore I was given to understand that the sailing of the ships was intended to bring on hostilities and that their batteries were ordered to open upon us with hot shot and the preparations were visible, which induced me to place the ships of the squadron in situations the most likely to offend the batteries, and to order troops to be landed in the rear of them to obstruct the retreat of the fugutives in the event of any hostilities on their part.

July 2nd : The ships have not yet attempted to sail and things remain in the same state as yesterday.

All provisions of every kind continue to be stopped, even for the hospital, and they have destroyed all the wine, flour, &c. in the store-houses here.

July 3rd : Lieutenant Owen returned from Cape Town at 4 P.M. ; he was strictly watched and obliged to live in the Governor's house. He represents that the Council met often and sat late ; that all the people seemed low and Party disputes run high ; he had reason to believe the regular troops were all of one mind and inclined to us. The Governor's letter is enclosed and contains little ; upon the whole it is not so violent as formerly. You may rest assured it is neither the inclination of the General nor of myself to shrink from an attack at any prudent moment or when the complexion of affairs may render it necessary.

I have, [etc.]
G. K. E.

JOURNAL

Saturday, 4th July.

Delivered Mr. Tennant of the Cronberg ship despatches for St. Helena and England. Mr. Todd

examined the batteries and the hills ; found them all deserted. Mr. Brandt the Resident went away last night at 12 o'clock.

ELPHINSTONE TO ADMIRALTY

His Majesty's Ship Monarch,
Simons Bay, Cape of Good Hope,
July 4th, 1795.

Sir,—I had the honour of addressing a letter to you on the 17th ultimo by His Majesty's ship Sphynx ordered to St. Helena, and another on the 28th by the Orpheus India ship, which was sent here by the Honble. Governor Brooke with Mr. Pringle, the Company's Agent, on board, and returned on the 28th, but as these conveyances were uncertain as to time, I only touched upon a few particulars for the information of the Right Honble. the Lords Commissioners of the Admiralty, I now beg leave by the opportunity of a Danish ship bound to Britain, to transmit more circumstantial accounts of the occurrencies relating to the Squadron of His Majesty's ships under my command.

On the 3rd April I sailed from Spithead with the ships named in the margin [Monarch, Arrogant, Victorious, Sphynx, Rattlesnake, Arniston, India ship], arrived at Santa Cruz on the 13th, and having procured as much wine as the shortness of our stay would admit of, left that Bay on the 16th April and proceeded on the voyage. On the 10th June the Squadron under Commodore Blankett joined me, consisting of the ships named in the margin [America, Ruby, Stately, Echo, sloop], who informed me he had made the land three days, but had not had any communication with the shore, and on the following day all the

said ships anchored in Simons Bay, excepting the Arniston which left the Squadron on the 12th May and proceeded for St. Helena, and the Rattlesnake which joined me here on the 15th, having been under the necessity of leaving her on the 12th May in consequence of the great detention her slow sailing occasioned to the Squadron.

Immediately on my arrival I endeavoured to procure the necessary refreshments and ordered the ships to be supplied every day with fresh meat, vegetables and fruit, which I found some difficulty in obtaining and at a dear rate. I also established an Hospital on shore, at the advanced but unavoidable claim of six shillings per man per day; these circumstances were rendered necessary by the sickly condition of many of the ships, but more particularly the Victorious, which is thereby become almost useless, having had 175 on the sick list at one time, and I am extremely sorry to add, that on the 27th all supplies were stopped from the ships and Hospital, which has greatly frustrated the progress of the recovery of the sick, and has obliged me, together with the Stately not having more than two months provision on board, to put all the ships to two-thirds allowance.

The following Courts Martial have taken place, viz. :

19th June. H. E. Stanhope Esqre. was tried on charge exhibited against him by Lieut. Owen of the Ruby and very honorably acquitted.

20th do. John Lock, Boatswain of the Rattlesnake on charges exhibited against him by Capt. Spranger, and dismissed, to serve before the mast.

26th do. Lieut. W. F. Owen of the Ruby on charges exhibited against him by Capt. Stanhope and dismissed the Service.

I have the honor to inclose copies of the Sentences of the Courts on these three trials, the particulars of which when received shall be sent by a safe opportunity.

On the 18th the Sphynx sailed for St. Helena with orders to remain there not longer than 24 hours, and then to proceed to St. Salvador in order to hasten the troops under the command of General Clarke, but as the Sceptre is to remain at St. Helena until August, as appears by a letter brought by the Orpheus, I have ordered her to proceed to St. Salvador to bring on the troops and to strengthen the convoy. The Echo and Rattlesnake are cruising off the Cape, the former has also orders to examine Saldanha Bay.

Two American have arrived here bound to Mauritius with provisions, and I understand from the Masters, that several of those vessels are employed in the same trade. On the 28th ultimo an American ship in ballast also arrived here named the Columbia, Mallay Master, from Amsterdam with dispatches for the Governor and Council here and at Batavia, all which by the great discretion and assumed indifference practised by Lieutenant Durban of the Monarch who boarded the Columbia, I have been in possession of, and inclose such extracts therefrom as relate to the Marine Department. I have also enclosed the State and Condition of His Majesty's ships in the Bay, and an account of promotions and removals, and you will observe how considerably short of complement Commodore Blankett's ships will be when the soldiers are disembarked.

I am extremely distressed by the want of Frigates, and the only two Sloops I have are so small and sail so ill, they cannot be trusted by themselves, yet a Force is absolutely necessary

to be sent to Foul Point and Antonnegill on the island of Madagascar, from which places the French Islands of Mauritius derive their only supply of fresh provisions and where they have a constant intercourse without any fixed settlement; with flour and salted provisions I am to lament they are but too well supplied by the Americans, who are daily passing this place laden with those articles, and then return with prize goods, or proceed to the Dutch Colonies to load with Dutch property on account of their India Company.

I shall take the earliest opportunity of sending advice to India of all the dispatches intercepted by the Columbia, so that the Governors may regulate the departure of the ships accordingly, and be on their guard against the Dutch.

I have &c.
G. K. E.

ELPHINSTONE TO DUNDAS

His Majesty's Ship Monarch,
Simons Bay, July 4th, 1795.

Sir,—Since closing my former letter of this date I find one of the batteries to the south of this bay has been deserted and the guns spiked; from private information of which I have some, it may be expected that another of five guns will be abandoned in the night.

I think it my duty to mention, as early as possible, that it is my opinion that so long [as] this idea of independence prevails among the Boers and parties continue to run so high among the better informed, if we should be fortunate enough to get possession, a considerable garrison will be found necessary, not less than 2000 until matters

shall subside, unless a sea force was to remain constantly here of more consequence than the King's Ministers may judge proper to dedicate for the protection or defence of the colony; and it will naturally occur that in the event of our being fortunate this will become the depôt of the young troops of the Company instead of St. Helena, which will add to the strength of the garrison.

I am given to understand that there are good barracks at the Cape for 1500 men and here for 200.

The ship is sailing and I have not time to add more.

I have, [etc.]
G. K. E.

JOURNAL

Sunday, 5th July.

Cronberg Danish ship sailed. An American ship The Brothers sailed. Gave a certificate to the master of the Columbia that I had received the despatches he brought for the Dutch Governors.

Monday, 6th July.

Received a notice from Mr. Brandt that the Storehouses had been broken open. Wrote to him an explanatory and exculpatory letter, and stopped communication with the shore.

ELPHINSTONE TO MR. BRAND

H.M.S. Monarch,
6th July, 1795.

Sir,—I am extremely to regret that there should be any complaint of depredations on the public or private property which it is not in my power to defend. My hospital is without a sentinel. There are Americans, Danes, crews of Dutch ships and

slaves in abundance here, over whom I have no control. I have prohibited all communication with the shore and can do no more.

When I came here I assured the Governor I would use no hostilities—his orders are perfectly known to me—whence then all the pompous preparations of heating shot, pointing guns, staving wine and provisions, abandoning the stores, and cruelly ordering off the wretched inhabitants after having forced away their cattle, had it not been with a view to leave the place open to the rapacity of those I have above described and to throw the general odium on the fleet. I despise subterfuge and when it becomes my duty to make war I will not do it by halves. If the Governor will permit me to land a guard I will promise to protect property of every sort, and in the meantime I will readily concur with you in any measure you may devise for that salutary purpose.

I have, [etc.]
G. K. E.

JOURNAL

Tuesday, 7th July.

Enquired into the report respecting plundering cabbages. Columbia sailed. Monarch shifted her berth.

GOVERNOR BROOKE TO ELPHINSTONE

St. Helena,
9th July, 1795.

Sir,—I do myself the honour to enclose you duplicate of my last letter by the Swallow since which one of the four last Dutch Indiamen from the Cape came in here, and has been seized on by my order. I took a detachment with me on

board the Arniston in hope of bringing in the other three, but as we were cruising close to windward of the Island we fell in with the Sphynx with your despatches and I thought no longer of the service I was upon but immediately returned to harbour that not a moment might be lost in forwarding you all the assistance not only that could regularly be afforded but that possibly could be continued.

It makes me very happy to think that I sent up the Orpheus with Mr. Pringle, as also the Swallow that you wanted, and that I happened so fortunately to give them instructions exactly to your wish, but I am more delighted that I pointed out to Captain Essington the particular necessity there might be to request of our Government that the Arniston should be detained here, until time was given for your despatches to arrive.

Captain Vancouver from the South Seas came in, in the morning of the day on which we took possession of the Dutch ship the Macassar and assisted me with his advice in conducting the business ; he also offered to proceed to the Cape with troops or stores in case I thought his vessel could be serviceable on the occasion ; however, having the Arniston here and having considered the poor state of his ship after the voyage he had undergone I declined accepting this offer but have the pleasure to acquaint you that he has supplied me, for you Sir, with four brass 3 pounders, with carriages &c. complete, as also with a marquee for General Craig understanding he expressed a want of field equipage. For further particulars respecting Captain Vancouver I beg leave to refer you to the enclosed.

I do myself the honour to enclose you Proceedings of Council here on laying before them

your requisitions and those of General Craig ; by which you will perceive the spirit that reigns in this little Island and which has enabled me in every respect so far to exceed (as I trust I shall) all the expectations that seem to have been formed from us. We are aware of all the trouble and anxiety we bring upon ourselves on this occasion with a number of prisoners to take care of and all the choice officers, non commissioned officers and soldiers drafted for the service, but exertions and attention bestowed with willing minds will enable us I trust to do justice to every part of the service.

Enclosed is a return of the nature of every kind of assistance afforded to your wishes by the Arniston the particulars relative to military matters I do myself the honour to forward to General Craig, this detail I humbly hope will prove satisfactory.

I have not gone exactly according to your desire respecting money for draughts upon England nor respecting several other matters ; I have looked to the spirit, not to the letter of your requisition, and agreeably to the orders of my Honourable Masters and the exigency of the case have put in your power all that lay in mine that I thought could possibly be spared consistent with safety to the general interest of the service. Perhaps it may be thought for a moment that I have gone too far but I will try to make it up by industry, vigilance and exertion.

That your great undertaking in the service of your country may prove successful is the fervent prayer of him who has the honour to be with true respect,

Sir, [&c.]

Rob. Brooke.

[*Enclosure*]

At a Private Consultation held on Tuesday the 7th day of July, 1795 at the Castle.

Present : Lieut. Col. Rob$^{t.}$ Brooke, Governor.
Major Fra$^{r.}$ Robson, Lieut. Governor.
B. A. Wright, Esq. of Council.

The Governor and Council having taken into consideration Admiral Elphinstone's letter and that of General Craig, as also that the Sphynx is ordered away immediately (it is supposed) to some other rendezvous to hasten up more troops to the assistance of the armament now at the Cape, it appears upon the whole that the Dutch want to spin out time in negotiating until they can strengthen themselves by drawing in the armed burghers from the country to be as strong as possible to force Admiral Elphinstone to their own terms, as possibly to declare themselves independent, on the other hand that Admiral Elphinstone wants means at present to be able to act with decision. Resolved that as getting possession of the Cape is of such infinite consequence to the interest of our Hon$^{ble.}$ Masters as well as that of Great Britain at large that every exertion shall be made that prudence and vigour can dictate to send by the Arniston as powerful a reinforcement as possible of men, with stores, money, &c. immediately to Admiral Elphinstone, convinced that in so doing the Board act agreeably both to the letter and the spirit of the orders from the Secret Committee given to the Governor for the time being respecting this business.

JOURNAL

Wednesday, 8th July.

A third order for all the inhabitants to depart. The stores destroyed by order. Water poured on the sugar, oil on the coffee, &c. &c. Rattlesnake arrived.

Friday, 10th July.

Sent officers and men on board the three Dutch ships, with explanatory orders to the Dutch Captains, for ordering the officers on board their ships.

CAPTAIN VANCOUVER TO ELPHINSTONE

His Majesty's Sloop Discovery,
St. Helena,
July 10th, 1795.
[*recd. 9th August.*]

Sir,—Having been engaged in a voyage of discoveries in the South Seas since April 1791 we reached this island on our way to England a few days before His M. Ship Sphinx charged with your despatches and requisitions arrived; and on which occasion Governor Brooke having communicated to me the great embarrassment your expedition is under for the want of light artillery and camp stores, I have taken the liberty in addition to what the island is able to afford, to supply four brass three pound field pieces with their furniture complete and a tolerable assortment of ammunition, together with a marquee, three or four small tents, three cases of axes, one of pick-axes, and some shovels; and though I cannot possibly be flattered that so trivial an augmentation

is likely to be of any importance to the grand object you are about to undertake, yet secluded as we have been from serving our country in a military capacity during this critical and anxious war, I shall experience the greatest satisfaction should those things in the smallest degree tend to facilitate your operations.

Thus having been tempted to intrude on your leisure I must further crave your indulgence by allowing me to inform you that I have on board the Discovery a very valuable young officer, one of my mates named John Stewart, with whose family and connections I believe you are intimately acquainted. This young gentleman was recommended to my particular care by the late Honble. Keith Stewart, and under the circumstances of his having been so unfortunate as to lose so valuable a friend, I recommended to Mr. J. Stewart to join by this conveyance and offer you his services, but fearing that such intrusion might incur your disapprobation he declined pursuing that project. I, however, make bold to take this liberty in order to assure he is a very excellent officer and deserving every attention in case you should be inclined to wish his joining your squadron after our return for England for which we shall sail in the course of a few days, and though I have not the honour of being known neither personally or by name, either to yourself or the General, I trust you will accept the sincerest wishes for the success of your expedition from him who has the honour to be with the greatest respect,

Sir,

Your most devoted and attentive Servant,

GEO. VANCOUVER.

His Majesty's Sloop Discovery,
St. Helena,
July 13th, 1795.

Sir,—In the event of Captain Essington's having sailed for England in the Sceptre on the morning of our arrival, I have since that period been honoured with the confidence and consultations of the Honourable Governor Brooke, and have thence been induced to take probably a more active part in the military operations going forward in this island than the spirit of my commission and the orders I am under may contain ; however, on maturely considering the pressing circumstances of your important expedition, I have conceived such a mode of proceeding as an indispensable point of duty ; and in the letter which I had the honour of addressing you by the Arniston which sailed the 10th instant you will be informed of a few trivial articles I sent by that conveyance, which I hope may prove serviceable ; but on the arrival of the Orpheus the afternoon of the 11th finding our situation more able to coincide with your wishes and desires, I yesterday despatched our consort the Chatham with your duplicate of despatches to Major General Clarke, as also such information as the Honble. Governor Brooke thought proper and necessary to communicate to him ; and in case likewise that any accident might have intervened to prevent your despatches entrusted to the charge of Captain Brisac arriving at their destined station, I have sent to General Clarke an attested copy of your order to Captain Essington dated Cape of Good Hope the 27th of June 1795, by which means the General and the Commanding Officer of the convoy will perceive your anxiety for their immediate junction, and

the manner in which you wish such should take place ; and in case of accidents, also being at the same time totally ignorant of the period, manner &c. which Major General Clarke and the troops under his command quitted England, I have directed Lieut. Puget, the commander of the Chatham, in the event of his arrival at St. Salvador and the General with the troops &c., not having then arrived or any responsible officer belonging to His Majesty, with whom he can entrust the said despatches, to wait a fortnight in expectation of their arrival, after which period I should suppose they must have passed by to some more southern port in the Brazils.

The Discovery is not at present in a condition to put to sea, but in the course of to-morrow and the next day at furthest that service will be perfectly accomplished, when I shall take charge of your despatches as likewise those of Governor Brooke and proceed with them straight to England, so that in respect to communicating the intelligence you wish to convey to these different quarters, but little delay will take place, and by the adoption of this plan Governor Brooke is without the smallest embarrassment again immediately able to return you the Orpheus with an additional supply of money, field artillery, and a proportion of provisions for the island troops, as also informing you what quantity of the latter in points of emergency these stores may be able to afford.

The measures I thus pursue (on this *uninstructed occasion* since I have not received a single line from either the *Admiralty or Secretary of State Office since August* 1791) will I hope meet your approbation ; and by that means bestow an everlasting gratification on him who has the honour

to be with the greatest respect and most ardent prayers for the success of your undertaking.

Sir, [etc.]

GEO. VANCOUVER.

JOURNAL

Saturday, 11th July.

At ½ past 7 P.M. an alarm signal from the hospital on shore. Ordered the marines and small arm men from the different ships to prepare. Sent parties ashore, to remain at the North Fort all night. Found that the signal was made by the Surgeon's mate, in consequence of horsemen coming to the town. They immediately decamped. Brought on board six slaves and some bales of woollen cloth, also a seventh with letters containing nothing material. 4 German soldiers came on board this morning, who had deserted.

Sunday, 12th July.

Two more deserters came on board. Sent on shore to Mr. Brandt the cloth and other things taken last night with the slaves who were stopped. The slaves (Hottentots) prefer to stay at the hospital. Ordered them to be victualled and paid 2/6 p. week. Sent one to the camp on secret service.

GOVERNOR BROOKE TO ELPHINSTONE

St. Helena. 12th July, 1795.
[Received 5th August.]

Honble Sir,—The speedy return of the Orpheus with your despatches and those of General Craig and Mr. Pringle afforded me infinite satisfaction,

and you may rest assured I shall try to merit the confidence you have been pleased to repose in me.

On receipt of the letter I consulted Captain Vancouver, and it was agreed that for fear of accidents the Chatham should proceed after the Sphynx, without it being known here where she was going to, and that Captain Vancouver himself should proceed to England with your despatches.

Without having delayed the Arniston a little, I could not have sent you a greater quantity of field artillery, ammunition, &c., than what I had immediately at hand, nor could I with propriety send you more men than have gone on that ship on account of having detached so many home as Marines ; in truth, the men I have now in garrison are either old veterans (who serve at the outposts very well but are unfit for field duty), or recruits not yet properly trained for service, but I am labouring to strengthen and prepare myself again for fresh exertions, if necessary, and the enclosed will serve to point out to you one of the measures adopted for the purpose.

Observing the Dutch had put a stop to furnishing you with provisions, I thought it my duty to send you by the Orpheus a supply for the St. Helena detachment to last them for three months for fear of accidents, and observing the infinite consequence it might be of to the success of your undertaking, that you should have a command of bullion I also have forwarded to Mr. Pringle the sum of Five Thousand and Six pounds (£5006.), mostly in dollars, of which I have acquainted General Clarke, nor have I been neglectful respecting General Craig's wishes as the enclosed return will prove, although I may not have been able to comply with them exactly.

The Dutch ship Macassar taken possession of

here is not to go to England with Captain Vancouver, but to remain until further orders.

It gives me great pleasure to think that your despatches go home in such safe hands as Captain Vancouver, but I am sorry his vessel is so very poor a sailer.

I have already written to the Honble the Secret Committee to forward provisions &c. to me from Europe for fear of accidents, as also to India to furnish me with an extra quantity of rice ; should you have an opportunity of writing to Bengal I entreat you will indulgently mention that I foresee the Settlement will be in particular want of this article should I not receive the above extra supply.

It appears very fortunate for the service that Captain Vancouver arrived here with his two vessels at such a time. In the first place he has been able to afford unexpected assistance ; in the next place all your wishes respecting despatches to the place of rendezvous, as well as to Europe, have been complied with, and I have been enabled to return the Orpheus to your orders without a moment's delay.

I have, [etc.]

Rob. Brooke.

JOURNAL

Monday, 13th July.

Echo arrived. Reports favourably of Saldanha, but procured no stock, as on her appearance there all the cattle were driven away. Rattlesnake sailed, with Monarch and Arrogant's Long Boats and Masters to sound the Bay. Admiral and General went on shore. A poor old Swiss soldier spoke to them who had been 38 years in the Colony's service, and aged 75, and informed

him that three Burghers came to his hut last night destroyed his little garden, killed his goat and left him quite destitute of food.

Tuesday, 14th July.

Seven more deserters came on board. Very rainy. P.M. the 78th Regiment landed. General took possession of Mynheer Brandt's house as headquarters. Ordered Mr. Alex^{r} Farquhar to take account of, and become charged with the public stores &c. ashore in company with General's Secretary.

Wednesday, 15th July.

Masters of the Stately and Ruby surveyed the Bay off Mysenburg ; report that a ship may approach within $\frac{3}{4}$ of a mile.

Mr. Trail Master of the Monarch returned in the long boat after a very boisterous gale. Ordered commanders of Dutch vessels to send accounts of their cargoes.

Thursday, 16th July.

A party commanded by Captain Campbell approached the 2nd Dutch post from hence to Mysenburg,—they were prevented going further, and, after a parley, returned.

Sunday, 19th July.

Arrived the Sophia Magdalena, a Swedish ship, Eric Nissen Master from Sweden ; passed by Dover 4th May, and there spoke English boats who came off.

Monday, 20th July.

A Deserter arrived named Paulus Mendell.

Tuesday, 21st July.

Ordered 78th Regt. to be victualled by Companies, and to be borne for victuals only.

Wednesday, 22nd July.

The Marines of the squadron disembarked. At 2 P.M. sent a Flag of Truce with the Swede's letters to Mysemberg. Ordered the 78th Regt. the great coats made on board.

Thursday, 23rd July.

Employed writing despatches for China to go by Sophia Magdalena. 4 P.M. the Minerva, Coultherd, Danish ship arrived.

Saturday, 25th July.

Delivered despatches for Canton to Captain Nissen of Sophia Magdalena, Swedish ship, and a bill for 781 Spanish Dollars, viz$^{t.}$

General Craig	328	
Mr. Jackson sundries ..	209	781
do. stores	244	

A party went foraging and exchanged shots with burghers.

Sunday, 26th July.

Landed 550 seamen armed from the squadron. The General instructed them ashore, and exercised them; they then returned on board their ships about 1 o'clock.

ELPHINSTONE TO CRAIG

H.M.S. Monarch, Simons Bay,
26th July, 1795.

I had the honour to receive your letter of the 25th with the paper it enclosed,[1] and perfectly

[1] Not found.

agree with you in the importance of the Pass of Muysenberg to us.

I can see no necessity for risking a direct attack in front until all other means have been tried or are known to be impracticable.

I submit to your better judgment whether it is not possible to send one thousand men to Constantia, whilst the other occupies the front, which will subject the camp to an attack in front and rear, and possibly from the ships in flank at the same moment—then if they retire the Visch Hoek Corps follows them, whilst that in the plain near Constantia is between them and the Cape.

With respect to the ships acting with success against the camp, I am extremely doubtful of that desirable event by reason of the shallowness of water off the camp and the constant swell which has prevailed on the shore for these last three weeks, of which you are already informed; at any rate sea manœuvres are ever uncertain, and in this instance it is impossible to fix a moment which entirely depends on winds, weather, etc., and under the most favourable circumstances I cannot indulge a hope that the ships would be able to approach within less than a mile, or a mile and quarter, which is too far to be of real use; but nevertheless the ships are ready to make the trial.

The having one of the battalions of seamen to land from the battering ships would be conclusive if it could be effected; but I have no hesitation in pronouncing that any attempt of that sort must be extremely hazardous if not impracticable for many days to come, on account of the excessive surf which runs upon the beach and breaks in four-fathom water, not less than half a mile from the shore, consequently no boat has been able to

approach, even to examine the beach, for these last three weeks ; and I have further to apprehend that the firing from the ships will be rendered very uncertain by the great rolling swell which prevails off Muysenberg Point, and the beach to the eastward of it even as far as Seal Island, which has been repeatedly sounded and examined by the most able masters of the fleet.

There can be no reason why all or any part of the seamen may not be immediately landed, excepting that they are destitute of tents, cooking utensils, and every other article necessary for keeping the field any length of time. These circumstances alone render it more desirable that they should be kept on board until they are to be really called into service.

The point of time seems no way essential—whether it were three days hence or a week ; but with respect to the operation from the water, that must be entirely governed by a favourable moment, that is, a westerly wind and a smooth sea. Under such circumstances the ships can be off Muysenberg in two hours time by day or night.

I have, [etc.]
G. K. E.

JOURNAL

Monday, 27th July.

Landed at 8½ A.M. all the small armed men of the squadron, about 980 in no. including 80 pike men. They were reviewed by the General and re-embarked at 1 o'clock.

ELPHINSTONE TO [*? CRAIG*]

H.M.S. Monarch, Simons Bay,
27th July, 1795.

Dear Sir,—I have the honour of yours of this day and thank you sincerely for the justice you do our zeal—our abilities remain to be approved hereafter.

When I mentioned the detour *in toto* or in part by the Slancope [1] and Constantia I only threw it out as a hint perhaps, more so, as it would give us access to Hout Bay, but am far from thinking it ought to influence your better knowledge in matters you are so well acquainted with.

Two line of battleships and the sloops are ready to move on the shortest notice, when circumstances will admit their doing so, which is not the case at present, and I sincerely wish I could promise myself that their service might be essential. We have a raw enemy to deal with, so they may be easily alarmed.

For the short time the seamen will, I trust, be on shore they will continue to dress their victuals, but on the subject of tents I am at a loss, without means of relieving the difficulty. If I cut sails it is an expense; besides I have no means of supplying the ships. Were I to purchase canvas it would be too thick and heavy for the purpose, and it would require much time to make them.

The iron ramrods shall be set about; at the same time it is less momentous, as I shall order spare ramrods to be carried by the fatigued men and pike men.

I have, [etc.]
G. K. E.

[1] Apparently the stream running from the hills at the back of Simons Bay into the sea at south end of Chapman Bay, above Slang Kop Point.

JOURNAL

Wednesday, 29th July.

First battalion reviewed on shore, and were highly approved. Sailed for China the Sophia Magdalena, a Swede.

Thursday, 30th July.

Second Battalion reviewed on shore. Ordered Commodore Blankett to be in readiness for service, taking under his command the Stately, Rattlesnake and Echo.

Friday, 31st July.

The Monarch's Jolly boat being alongside the Danish ship Minerva, three of the Danes jumped into her, and pushed off on board the Monarch, leaving Lt. Owen of India Military and Mr. Pringle's servant on board the Minerva. N.B.—There was no officer in the boat ; it had gone to carry Lieut. Owen and Mr. Pringle's servant on board to buy some boots, &c. of the Captain David Coulthard.

Saturday, 1st August.

The Danish ship in getting under weigh, run foul of the Stately.

Sunday, 2nd August.

Minerva Danish ship sailed. Landed all the seamen of the squadron trained to arms. Borrowed a cannon from the Dutch ship Williamstadt. Prepared for the attack proposed for tomorrow. A signal for all captains.

CAPTAIN BRISAC TO ELPHINSTONE

Sphynx at St. Salvador,
2nd August, 1795.
[*recd. 3rd September.*]

Sir,—I have the honour to acquaint you that I arrived at this port the 22nd July where I found 13 sail of the Honourable Company's ships, the Prince of Wales armed transport and the Loyalist Hospital Ship. I lost not a moment's time in delivering your despatches to General Clarke, and as there was no man of war but the Sphynx, agreeable to your orders, I gave the necessary instructions and signals for the convoy to get ready for sea with all possible despatch, and on the 28th we weighed and by night the whole convoy were out and well clear of the land. With so fair a prospect I flattered myself with the pleasing idea of convoying them all safe to the Cape, but at 2 A.M. on the 29th the Warren Hastings run on board his Majesty's ship under my command and carried away the bowsprit, foremast and main topmast with all the rigging, yards and sails, stove in our bow and broke three of the top timbers, and indeed had she not got clear of us in a few minutes must have inevitably sunk us. In this disabled state I was obliged to be towed into St. Salvador by the Exeter (Captain Wilson), to whom I am indeed much indebted for his great care and attention to his Majesty's ship), the Warren Hastings following us in and the rest of the convoy proceeded according to my orders. In cases of this nature it is almost impossible to find out who was in fault. The master of the Sphynx had the watch on deck and he says it was the Warren Hastings fault, they on the other hand say it was ours. I can only say it has deeply affected

me, which the letter I had the honour to send by General Clarke will shew and prove the state of my mind which no words can point or language express. I thought proper to order the cordage and canvas which we were in want of from the Exeter, which she had on Government's Account and also a foremast, the Governor has given orders to give us every assistance and the shipwrights and caulkers are now on board, and I have every reason to think I shall be ready for sea in three weeks at furthest.

Lieutenant Puget of his Majesty's armed brig the Chatham, who brought your despatches for General Clarke being here and having eighty bars of iron and some steel I thought proper to order it to be put on board the Exeter to be disposed of as you think fit and a 12-inch cable of 150 fathom not knowing that these articles may be wanted for the fleet under your command. I hope my sending them will meet with your approbation. I cannot help concluding without again saying how much this unfortunate business has distressed me, but I trust in this as in everything else that I have done respecting the Service since I have had the honour of being under your command will meet with your approbation. I have also shipped on board the Exeter the money put on board the Sphynx by General Clarke amounting to £1838 6s. which with the stores &c. will all I hope arrive safe.

At the request of the Commander of the Earl Cornwallis Indiaman I put Lieut. Averall of his Majesty's ship Sphynx on board her for the safety of the ship, as the mates had behaved exceedingly improper in having confined their Captain.

Captain Wilson of the Exeter will have the honour of delivering this to you whom I have

directed to take under his charge the Warren Hastings as she will be ready. I therefore thought it most prudent to delay the Exeter till then which I flatter myself you will approve,

Sir,

I have the honour, [etc.]

G. BRISAC.

P.S.—The stores supplied me from the Exeter did not belong to Government. I have left Sir for you to settle with Captain Wilson, as I wish to refit his Majesty's ship under my command at as little expense as possible. Herewith I have the honour to transmit an account of the *whole*.

G. BRISAC.

JOURNAL

Monday, 3rd August.

The forces ashore marched on the proposed attack, but were recalled as the wind blew too strong for the ships to proceed; however a few armed Hottentots alarmed the pickets, and the forces marched against them. The Hottentots fled, but wounded one man in the foot named Lord, of the Echo.

Tuesday, 4th August.

No wind, calm prevents the ships moving, also the rolling surf in consequence of yesterday's wind.

Wednesday, 5th August.

Strong breeze from South-East blows on the shore at Muysenberg, therefore the ships don't move. At 3 P.M. arrived the Orpheus packet

from St. Helena with £5006; she parted with the Arniston on Sunday last. Arrived also the Rinomato Genoese ship from China.

Thursday, 6th August.

Mr. Traile the Master sounded off Muysenberg from whence two shots were fired at him, one of which went over while he lay in 6 fathoms. Ordered the squadron to commence whole allowance on Monday next the 10th instant.

Friday, 7th August.

Prepared for attacking Muysenberg, fell calm, at 12 a breeze sprang up from the Westward, sent to the General to inform him that the ships could move. At 12 o'clock the troops marched. ¼ before 1 weighed the America with Sir G. K. Elphinstone on board, Stately, Rattlesnake and Echo, proceeded and came to off Muysenberg. At 2 the firing commenced from the America, other ships after her. 20 m. p$^{t.}$ 2. Signal 5 to engage. At 3 the two 64 having hauled on their springs, fired broadsides. At 3hr. 3m. signal white with red fly that the enemy were preparing to fly. 3.30 signal 61 to discontinue engaging. 4.15: hauled down white triangular with red fly and hoisted the cornet, that the enemy had fled. 4.20: Stately and Rattlesnake signal to weigh. The signals were made on board the America. The enemy fled, leaving their tents standing.

Saturday, 8th August.

The General at 9 A.M. informed the Admiral that the enemy were preparing to attack. That we had taken yesterday, 2 iron guns 24 pounders, 2 howitzers, 1 field piece, 4 horses, 12 oxen, and

some provisions. Requests 4 days provision for the troops, and that his carronades &c. might be sent to him. See the letter and Sir George's answer.[1] Artillery wanted. Saw two sail in the offing, one supposed to be the Arniston.

MR. ROSS[2] *TO ELPHINSTONE*

Muysemberg,
8th August, 7 o'clock.

Sir,—I have sent one note already per a boat from the Echo. I send another express to give you the earliest possible intimation by desire of the General that the enemy are assembling in great numbers well provided with artillery and are about to attack us. We have no field pieces or artillery of any kind fit for immediate use. The enemy saved most of their own. Those we found are two iron 24 prs. spiked, 2 Howitzers, 1 field piece, 4 horses, 12 oxen, some provisions—a few sheep. I am in haste but with respect,

[etc.]
H. Ross,
Secretary.

JOURNAL

Sunday, 9th August.

The Arniston arrived from St. Helena with 398 troops, &c., and a supply of all sorts of ammunition, guns, tents, &c. &c. Arrived also the Prince of Gustenberg, a ship under Danish colours, she left Copenhagen the 18th May. Landed the troops from the Arniston.

[1] No trace of this.

[2] General Craig's Secretary.

MR. ROSS TO MR. JACKSON [1]

Headquarters, Muisemburg,
9th August 1795.

Sir,—I am desired by General Craig to request of you to send him by the first safe opportunity three or four hundred dollars as we are totally unprovided with money. The General would have made the application himself but is very busy.

All is quiet at present and the enemy in considerable numbers on the opposite side of the lake content to look at us. Soon I hope we shall give a good account of them. I would write a more particular detail of events no doubt very interesting to you but the bearer of this hasty note waits.

I am, [etc.]
H. Ross,
Secretary.

JOURNAL

Monday, 10th August.

The General wishes to see Sir G. K. E. Wants money, provisions. Received intelligence from the Cape by a spy. Gave the Dep^y. Commissary letters to the General.

Tuesday, 11th August.

Sir George went to the Camp at Muysenberg.

MR. ROSS TO MR. JACKSON

Headquarters, Camp of Mensenberg,
11th August 1795.

Dear Sir,—I have before me your favour of the 9th instant which together with a sealed bag

[1] Elphinstone's Secretary.

of dollars I received yesterday. The money still remains sealed, that being my only lock here, but not doubting they exactly tally with your number I here enclose the receipt of the General for 120 dollars. I send only a single receipt as this and the former sum will be returned to you upon my receiving the St. Helena cash. I am much obliged to you for your immediate attention to this want as well as for your friendly offers of service.

You may assure Sir George with my most respectful compliments that I will pay every attention in my power to Mr. Ross and that the money you have desired me to furnish him with shall be paid him whenever he makes application for it as well as Lieuts. Durban and Rubilo, though at present they cannot possibly make any other use of money than ballast, and it would be wrong to stay their speed.

All here remains perfectly quiet and the weather delightful. The Mijn Heers seldom shew themselves, and then at very respectable distance. Half a dozen of these heroes yesterday evening inspired with wine paraded in the most ridiculous manner in face of our camp and waved their hats to our sentries who had the *want of manners* to fire at them and send them off in full gallop. We are in hopes of seeing Sir George here. If so, I shall expect the pleasure of shewing you the wonders of the field of battle where numbers of balls made numbers fly.

I am obliged to conclude. Your compliments I have delivered and they are in my charge to be returned.

I am, [etc.]
H. Ross,
Secretary.

Instead of the mentioned receipt for 120 dollars I send my receipt for 320 dollars, having since received two more bags with 100 dollars each.

ELPHINSTONE TO GOVERNOR OF MADRAS

His Majesty's ship Monarch,
Simons Bay, Cape of Good Hope.
The 11th August, 1795.

Sir,—I have had the honour of addressing a letter of this date to the Governor General by Captain Cust of the Company's native infantry, who has been so obliging as to render me his service since his banishment from the Cape Town, and I also transmitted by the same opportunity copies and extracts of the letters and other documents which have occurred to me relative to the Expedition I am employed on, similar to those which accompany this for your information, communicating at the same time the necessity there might be for circulating the same to the honourable Company's Presidencies which may also claim your attention in order to serve in the event of other despatches not arriving.

I beg leave to refer you to the enclosures for particulars of what has occurred here during my tedious continuance for two months, in hope of succour from Europe; this has been particularly distressing as I am sure the fleet must be much wanted in India to assist in the various occupations pointed out to the public servants in that part of the world; and you may rest assured that not a moment will be lost my me.

Our operations here have hitherto been so slender that they are scarcely worth detailing; I have nevertheless enclosed a Journal of our proceedings and copies of despatches which I had

the good fortune to intercept from Amsterdam, brought to this bay by the American ship Columbia.

I beg leave to mention that a very considerable supply of rice and rum will be absolutely necessary for this place if we succeed, of which I have no doubt ; and the like articles are in great demand at St. Helena, as you will be pleased to perceive by the extract enclosed from Governor Brooke's letter ; but whether this supply should take place through the Company's ships or private adventurers is entirely left to your better information.

There seems reason to imagine a French squadron may shew itself in the East soon ; I shall consequently be cautious of dividing my force until I am informed of the strength of the enemy.

I begin to be very apprehensive for the Swallow packet. She sailed from St. Helena for this place the 28th June, but has not since been heard of. I am under the necessity therefore of sending you this by the Arniston, whose original destination was China.

I must request your attention and pardon for the liberty I have taken in detaining Lieut. Owen, one of the honourable Company's officers, which I have been under the necessity of doing, in order to have some qualified military character to superintend one thousand seamen I was obliged to land, and have in consequence constituted him Brigade Major to that corps, to whom and Captain Cust I am greatly obliged for their exemplary conduct in a cause wherein his Majesty's and the Company's interests are so reciprocally concerned.

I have, [etc.]

G. K. E.

The Rt. Hon. Lord Hobart,
Governor &c., &c., in Council,
Fort St. George.

P.S.—Copies and extracts of the papers which accompany this were transmitted to the Select Committee of Supercargoes at China on the 22nd July by the Swedish ship Sophia Magdalena.

JOURNAL

Wednesday, 12th August.

Fired 19 guns from each ship in honour of H.R.H. the Prince of Wales birthday.

Thursday, 13th August.

Dined on board the Arniston. Sir George slept on shore.

Friday, 14th August.

Delivered despatches to Capt. Cust for Bengal per the Prince of Gustenbergh, and to Captain Majoribanks of the Arniston for the Governors of Fort St. George, and Bombay and Commodore Rainier. Arrived the Vertrowen, Capt. Myen, from Batavia.

Purchased of Capt. Majoribanks Naval Stores £800 12s.

Saturday, 15th August.

Sailed the Prince of Gustenberg for Bengal, and Arniston for Madras. Arrived the Dutch ship Louisa Antonio. Received Dutch signal from her.

Sunday, 16th, to Thursday, 20th August.

Nothing remarkable. Employed sending provisions to camp, to make depot and prepare for advancing.

ELPHINSTONE TO DUNDAS

His Majesty's Ship Monarch,
Simons Bay, Cape of Good Hope,
18th August, 1795.

I had the honour of informing you in a former despatch that the Dutch were entrenched in a strong position at Muysenberg and well furnished with cannon, having a steep mountain on their right and the sea on the left, difficult of approach on account of shallow water with high surf on the shore, but which the absolute necessity of the post rendered it requisite that we should possess, and made it obvious to Major General Craig and myself that it ought to be attempted.

For this service I secretly prepared a gunboat and armed the launches of the fleet with heavy carronades, landed two battalions of seamen, about one thousand, under command of the Captains Hardy of the Echo and Spranger of the Rattlesnake, and sent ships frequently around the bay to prevent suspicion of an attack when any favourable opportunity might offer.

On the 7th instant a light breeze sprung up from the north-west and at twelve o'clock the preconcerted signal was made, when the Major General with his accustomed readiness and activity instantly put the forces ashore in motion and at the same time Commodore Blankett, equally zealous in the America, with the Stately, Echo and Rattlesnake got under weigh, whilst the gunboat and armed launches preceded the march of the troops about 500 yards to prevent their being intercepted.

About 1 o'clock the ships, being abreast of an advanced post of two guns, fired a few shot which induced those in charge to depart, and on

approaching a second post of one gun and a royal mortar or howitzer, the effect was the same. On proceeding off the camp the confusion was instantly manifest, although the distance from the ships was greater than could have been wished, but the shallowness prevented a nearer approach.

The Echo led, commanded by Lieut. Tod of the Monarch, and anchored in two and a half fathoms, followed by the America which anchored in four and a half, then the Stately and Rattlesnake anchoring nearer in proportion to their lesser draughts of water, off the enemy's works, which began to fire and the fire was returned by the sloops; but an increase of wind prevented the large ships from acting until they had carried out heavy anchors; this duty was performed by the commanders with great coolness, much to their own honour and their country's credit.

In a few minutes after the fire opened, which obliged the Dutch to abandon their camp with the utmost precipitation taking with them only two field pieces, and at 4 o'clock the Major General took possession of it after a fatiguing march over heavy, sandy ground; to him I beg leave to refer for the particulars of what was taken therein, as the sea ran so high that no person from the ships or gunboats could venture to land.

In transmitting to you the proceedings of the fleet under my command I shall at all times feel great satisfaction in doing justice to the merits of the several officers; to their judgment and good conduct in the present instance is to be attributed the immediate success which attended the attempt; it is therefore my duty to recommend to his Majesty's notice Commodore Blankett, Captain Douglas, Lieut. Tod of the Monarch commanding the Echo, and Lieut. Ramage also of the Monarch

commanding the Rattlesnake, and Mr. Charles Adam, of the Monarch, Midshipman, who commanded the gunboat, I am sensibly obliged to them each individually for their steady and correct discharge of my orders.

I must further beg leave to add that it is universally agreed the Echo's fire was superiorly directed and ably kept up, and particular acknowledgments are also due to the officers and men for the general zeal and activity which appeared in every countenance, of which I was enabled to judge with more precision, as the Commodore obligingly permitted me to accompany him and to visit the other ships employed under his direction upon this service. The America had two men killed and four wounded and one gun disabled, being struck by a shot ; the Stately one man wounded. Some shots passed through the ships but did not materially injure them.

I am fearful the Major General will not be able to write by this conveyance—a Genoese ship, which intends touching at St. Helena—as he is now at Muysenberg, where with much labour we are endeavouring to establish a depôt for provisions and ammunition so as to enable him to advance, but the deep sands and want of cattle renders it difficult and fatiguing to feed the troops and protect the line of communication.

The Swallow packet sailed from St. Helena the 28th June for this bay, but has not since been heard of. The Orpheus India ship arrived here the 5th instant from St. Helena and the Arniston the 9th, the latter sailed with my despatches for Madras the 15th, containing copies of your instructions to the naval and military officers commanding in the East Indies, which were also transmitted to Canton on the 22nd July by the Swedish ship

Sophia Magdalena, and to Bengal by Captain Cust of the Company's service in the Danish ship Prince of Gustenbergh, which sailed on the 15th instant. I was under the necessity of presuming to draw on the Company's Select Committee of Supercargoes at China for seven hundred and eighty one Spanish Dollars in favour of Mr. Eric Nissen, master of the Swede, of whom I purchased a few requisite naval stores, but had no specie or other mode of paying him ; I have however been very amply supplied with specie by the Orpheus and Arniston and also with 400 men, infantry and artillery, field pieces, ammunition &c. from Governor Brooke at St. Helena to whose zeal and exertions the service is greatly indebted.

I have enclosed a list[1] of the Dutch ships detained at this bay, and have the honour to be with great respect,

Sir, [etc.]
G. K. E.

JOURNAL

Friday, 21st August.

Attacked the Dutch advanced patrol at Muysenberg. Mr. Hartley, Mid. of the Rattlesnake was wounded in the thigh. Delivered despatches to Ramerino, Master of the Genoa ship Rinomato.

PROCLAMATION TO THE INHABITANTS OF STELLENBOSCH

Whereas I find it convenient to inform the inhabitants of Stellenbosch and the neighbourhood that if they shall send horses, oxen, waggons or cattle to the British Army they will be paid a

[1] Printed in Theal, *Records*, Vol. I, p. 116.

liberal price in silver money, but if in course of three days they do not find such supplies they must expect a force to be landed against them for the purpose of taking the above articles by force. Inhabitants living at home will be protected, but such as are not cannot expect it, and if the troops are fired at from any house during their march it will be burnt instantly.

G. K. ELPHINSTONE.

22nd August, 1795.

JOURNAL

Tuesday, 25th August.

Sir George went to Muysinberg camp.

Wednesday, 26th August.

Received butter, &c. from Dutch ships.

Thursday, 27th August.

Colonel Mackenzie went last night with a party to attack the Dutch outposts. His party consisted of about 700 men. He returned without having discovered any of the enemy, excepting a few Hottentots who harassed his rear when returning. The Echo went with Proclamations to Stellenbosch,[1] to endeavour to procure cattle and sheep.

Saturday, 29th August.

The Echo returned from Stellenbosch. Her Commander, Captain Tod, reports that he sent

[1] The town lies about 12 miles from the coast; but the District of Stellenbosch was then a large territorial division and included the coast from Muizenberg to Cape Agulhas as well as the coast to the northward of Saldanha Bay from the Berg R. to the Buffalo R. Presumably the Echo sent a party on shore on the N.E. of False Bay.

a Flag of Truce on shore and distributed the Proclamations at Stellenbosch. The people there seemed friendly inclined, but were not permitted by the Government to dispose of anything. He saw plenty of cattle and sheep.

Sunday, 30th August.

Commodore Blankett ordered to proceed to Stellenbosch, with the Echo, Rattlesnake, and Orpheus packet, to circulate Proclamation and procure cattle or other provision, by paying for the same, or if necessary by force.

Monday, 31st August.

Commodore Blankett ordered not to move until further order. Sir George wrote a circumstantial letter to the General relative to the state of the Fleet, the Army, provision, and further proceedings and affairs in general concerning the British forces in these parts. See letter book fo. 108.[1] General Craig dined with Sir George at Simon's Town and returned to camp.

Tuesday, 1st September.

In the morning heard the firing of cannon and musquetry at the camp. At 12 Major Moneypenny arrived wounded and was lodged in Sir George's house; his wound occasioned by a ball passing through the fleshy part of his thigh; he is in good spirits and is expected to be soon recovered. The particulars proved as follows: at 7 o'clock a firing was perceived at the camp, upon the hills, and many Hottentots discovered there, they were soon driven away by some shot from a well

[1] Not found.

directed six pounder. The outpost being attacked dispersed, and the Dutch Cavalry advanced. Major Moneypenny formed his men and drove back the enemy, but was flanked by the Hottentots, and wounded. Captain Dentaff was also wounded through the wrist, and several men, about twelve, some severely, so we lost five men, taken prisoners. 100 men were sent up the hill as a picket.

Wednesday, 2nd September.

A sail discovered in the offing at 10 A.M. Ordered Commodore Blankett, or in his absence, Captain Stanhope to proceed with the America and two sloops, to examine the same. The ships got under weigh at 11 A.M. with Captain Stanhope on board, the Commodore being gone to Seal Island, but afterwards joined his ship. The sail proved to be the Moen, Captain Ley, under Danish colours from Portsmouth the 14th June; says the East India Convoy, so wished for by us, sailed three weeks before her.

Thursday, 3rd September.

At 12 P.M. received a letter from General Craig saying the enemy were collecting and every appearance of the English camp being attacked by them at dawn. Ordered the America, Echo, Rattlesnake, and Orpheus India packet to proceed off the camp and the bays to assist the army and protect the coast. The ships immediately got under weigh and proceeded accordingly at 12 A.M. Other ships seen in the offing, they answered our signals, said to be 13 seen at 2 o'clock. They proved to be the long wished for forces from Saint Salvador under General Clarke, in the ships hereafter named, about 2500 in No.

N.B.—The Sphynx got much damaged and remained at St. Salvador.

Northumberland	Rees
P. W. Henry	R. Dundas
Exeter	Wilson
Worcester	Hall
Osterley	Fay
Kent	Saltwell
Brunswick	Acland
Bombay Castle	Hamilton
Earl Cornwallis	Hodgson
Earl Howe	Stewart
Deptford	McNamara
General Coote	C. Dundas
Warren Hastings	Leigh
Prince of Wales ar[d]. Transport	Lt. Charlton
Schillerman Dane	Captain Berg.

Friday, 4th September.

Arrived also the Schillerman Danish ship from Bengal. General Clarke came on shore and dined with Sir George.

Saturday 5th, to Wednesday, 9th September.

Nothing remarkable. The different Regiments went to camp.

ADDRESS TO THE INHABITANTS OF THE COLONY OF THE CAPE OF GOOD HOPE

The sentiments of general humanity and friendship for the Dutch Nation, which induced Vice Admiral Sir G. K. Elphinstone and Major General Craig to address the inhabitants of the Cape of

Good Hope on the 12th ulto., actuating in no less powerful a degree upon General Clarke who has succeeded the latter in the command of His Britannick Majesty's Troops ; they find themselves impelled by them to request, that the inhabitants will take into their serious consideration, that the expected reinforcements from Europe being now arrived, the force acting against them is such as to render all resistance vain. His Britannick Majesty's officers are, however, so well acquainted with the sentiments of their Royal Master that they persuade themselves that it will be much more agreeable to his feelings to hear that the Colony has accepted of the protection of Great Britain under the terms already offered to the inhabitants, than that by an obstinate perseverance in an unavailing defence, they should have exposed themselves to the calamities of a State of War to which it never was his wish to subject them.

In the ordinary course of Military Operations no intercourse of this nature would take place till the army is before the Works of the Town. The British Commanders are however so very anxious if possible to avoid the mischief to the Colony that must occur in their progress to that station, they wish so much to advance only under the friendly circumstances which may enable them to ensure the safety of all property of every sort, they are so desirous of preserving the Country from the devastation which must ensue from the wants of an army in the course of whose operations houses must be destroyed to furnish materials for works, Slaves must be invited, cattle must be destroyed and gardens and fields will be little respected, that they are induced once more to say that the time is still open for a negociation to bring about those desirable purposes.

As no unnecessary delay can now be admitted the answer will be expected to be sent as speedily as possible.

ALURED CLARKE
G. K. ELPHINSTONE
J. H. CRAIG.

Camp of Muisenberg,
9th September, 1795.

JOURNAL

Thursday, 10th September.

Sir George went to camp with General Clarke. Mr. Pringle left us and went to camp.

ELPHINSTONE TO DUNDAS

His Majesty's Ship Monarch,
the 12th of September, 1795.

Sir,—I have the honour to enclose a summary of the occurrences which have taken place since my former communication, together with duplicates of my despatches dated the 18th August, by a Genoese ship, to all which I beg leave to refer you for the particular proceedings of his Majesty's fleet under my command. It gives me great satisfaction to inform you of the arrival of General Clarke on the 3rd instant, with the forces under his command, in the ships named in the enclosed list, but I have to express my regret and disappointment that no provision of bread or spirits was brought in the ships. My anxiety on that point has been great, but now much increased, as those articles are in great demand, and the quantities in the fleet, from whence the Army has been supplied, very inconsiderable; it being now near

three months since we have received any supply at this place. This has induced me to detain and unload a Danish ship called the Treasurer Count Schinelman,[1] on board of which I understand are five hundred bags of rice.

As this step was contrary to the inclination of the Commander, I have enclosed for your information the correspondence which passed on the subject. I have sent to St. Helena for food, and shall endeavour to forage the country in hope of procuring grain and other articles. Should however these attempts fail, and the place resist, I shall be at a loss in what manner to act, but will do my best, and adopt measures which may be considered most conducive to the interest and object of the Expedition and to remove or lessen our present necessities, which have obliged me to put the fleet to short allowance, and General Clarke has ordered the same for the Army. General Clarke is at Muysenberg with the forces preparing for a regular attack against the Cape Town and Castle, and I am in expectation of being able, in a short time, to acquaint you with his complete success ; ultimately I have no doubt of it, and am only anxious concerning any delay which may take place for the reasons I have before stated. The inconvenience which officers of his Majesty's Navy have hitherto experienced from not being allowed to draw for their pay, and the great expense attending those who landed upon the present service, rendered it impossible for them to subsist without extra pay ; I therefore ordered them the allowance mentioned in the enclosed account and hope that you will not think that I have gone too far, as this has only placed them on a footing with the troops who are allowed

[1] Treasurer Count Schimmelmann, Captain J. F. Berg.

bat and forage for 200 days. To the Marines who were equally employed on the same service I have ordered bat and forage to be paid at the same rate as the Army, for the number of days they have been absent from their ships on this occasion. Of the Dutch ships found in Simons Bay is the Williamstadt [1] and Boetzlaar, quite new, of one thousand tons mounted with 26 guns, and most completely found, with copper in the hold for the purpose of sheathing her bottom. Such a ship appeared to me essentially necessary for this place, and for the purpose of incommoding the French Victuallers on the Coast of Madagascar hereafter, and at the present moment to approach the shore in Table Bay with provisions, and cover the boats communicating with the Army. I therefore ventured to commission her by the name of the Princess, and gave the command to Captain Hardy, whose acknowledged merit will, I hope, justify my election and recommend him for confirmation. I also fitted out a gun vessel (the Squib) to carry one nine pounder and one eighteen which has proved extremely useful here, and must be equally so in Table Bay, to which place I shall send her with the Commodore. The command I have given to Mr. Adam, one of the midshipmen of the Monarch, of which I hope the Lords Commissioners of the Admiralty will also approve.

In consequence of the promise of Major General Craig and myself on our first arrival, to encourage the enemy's troops to quit their service and join his Majesty's, that all deserters should be admitted to serve in any situation they might choose, many have made their election for the marines, and I ordered them to be enlisted with a bounty of two pounds, and shall clothe them as

[1] Willemstadt.

soon as possible ; they have served faithfully and are excellent German soldiers.

The seas are infested with Americans, Danes, Genoese, Tuscans, &c., or in other terms smuggling ships, mostly belonging to Britain and Bengal, entrenched with oaths and infamy, who trade to the French Islands and all the Ports in India, changing the flags as is most convenient to them.

To prevent the commerce of this place falling into such a channel I shall prohibit all trade with foreign ships, unless where supplies are absolutely necessary, until I am honoured with your further orders on this head.

I have, [etc.]
G. K. E.

[*The Enclosures are in* Theal, p. 121.]

JOURNAL

Sunday, 13th September.

Commodore Blankett sailed with America, Echo, Rattlesnake, and Bombay Castle to co-operate with General Clarke against Cape Town.

Monday, 14th September.

Sir George went to camp and brings back information that the forces marched this morning. The firing of cannon heard at noon.

Tuesday, 15th September.

Learned that a cessation of arms had taken place, in consequence of a Flag of Truce which came in after the attack and carrying the Dutch

post at Wyneberg. At 10 P.M. received a letter from General Clarke enclosing the terms of Capitulation whereby the Castle and Fort of the Cape was to be surrendered to-morrow at 11 o'clock to the British Arms.

MAJOR BALLINGALL TO MR. JACKSON

Muisenberg,
15th September, 1795.

Sir,—Yours I have just received, and request you will inform Sir George K. Elphinstone that I shall follow his direction contained in it. There has been no message from the Army. The letters which were sent from Sir George yesterday for General Clarke I still have in my possession, not having yet had a proper opportunity of conveying them to him. I am extremely sorry to advise you of the loss of the W(arren) Hastings' boat between the hours of eleven and twelve last night at Kalk's Bay, when unfortunately only two persons out of seven were saved, and but three puncheons of rum. The Osterly's boat also came on shore here last night about ten, by which accident we have lost three barrels of provisions which was washed out of her by the surf before she came on shore. She has both her sides stove in.

I request the Admiral would be pleased to order some medicine and other necessaries to be sent here as we are in great want of them ; indeed the Surgeon informs me there is none of these articles here.

I request more medical assistance as there are near one hundred sick here, and there are four hospital mates now at Simons Bay.

I shall be much obliged to you for a quire of

paper, a few pens and some wafers, as I am entirely out of these articles at present.

I have, [etc.]
DAVID BALLINGALL,
Major, Marines.

The Dutch blew up their magazine at Wynberg yesterday at sunset.

JOURNAL

Wednesday, 16th September.

At 4 o'clock hoisted the Standard at Simons Town.

MR. PRINGLE TO MR. JACKSON

Camp near Rondebosch,
16th September, 1795.

Dear Sir,—I have just had the pleasure of yours of yesterday. I am happy to inform you that everything is at length settled and part of our troops have marched for the Cape Town.

The consequence of this change of affairs I trust will be an abundant supply of provisions from the country, but as we have had no communication with the town I cannot be positive with regard to what may be procured there, although I am very confident we shall have bread at least in abundance. I am to go in to-morrow morning, when I shall make the necessary enquiries and let you know the result for Sir George's information. In the meantime, it is General Clarke's opinion that the quantity of provisions now in our possession, which I imagine will last the number of men now remaining, four days, added to the week's allowance on board

of the America, is sufficient for the present. You will therefore inform Sir George that every endeavour shall be made to-morrow to procure wagons to carry the provision now at the store at Muyzenberg back again to Simons Town where you will receive it and return it to the ships as the Admiral may direct. This proposal of General Clarke's is however to be adopted, or not, as Sir George may judge proper, he only thinks it the best method that can be fallen upon for expediting the business. If the wagons can be had they shall be ordered to-morrow; if not, I shall let you know.

With respect to the rice that Sir George writes to General Clarke about, I am ordered by him to say that now it is not probable it will be materially needed, but a few bags of it might nevertheless be very useful for the sick and wounded if they can be procured without much difficulty.

You will readily observe that the foregoing plan for removing the stores at Muyzenberg is founded upon the supposition of our being able to procure waggons in sufficient numbers at the Cape; should this not be the case, something else must be done, which a little more insight into the state of the country will point out.

If the Monarch comes round to Table Bay, I think it will be best for the two chests of treasure to go in her, and you will be kind enough to request Captain Elphinstone to take it regularly in charge and give the usual receipts; the sum *said* to be in them is ten thousand pounds sterling. The keys are in my writing desk, which pray take particular care of.

I am, [etc.]
JOHN PRINGLE,
Com^{y} G^{l}.

JOURNAL

Thursday, 17th September.

Prepared to go to Table Bay. Embarked on board the Monarch.

Friday, 18th September.

Came round in the Monarch from Simons Bay to Table Bay and landed at the Cape Town.

BLANKETT TO ELPHINSTONE

His Majesty's Ship America,
19th September, 1795.

Sir,—In pursuance of your orders I proceeded from Simons Bay on the evening of the 14th,[1] and arrived off Chapman's Bay about noon of the 15th. I ordered Captain Todd in the Echo to stand in towards the shore and to make signals and fire a gun or two with a view to alarm the coast and to invite the fire of the enemy in order to know the position and strength of their batteries, the America and the other ships following under an easy sail as if preparing to enter the Bay. This had the desired effect; the enemy keeping up a smart fire from two batteries, one on each side of the bay, notwithstanding the distance the ships were off the shore. When I concluded I had done as much as answered your intentions I hauled off, with the expectation of doing the same at Green Point that afternoon. In my way along the shore I gave and received several shot from different batteries, which seemed by no means inclined either to hide their positions or to disguise their force. As it fell little wind it was near sunset

[1] Really the 13th; he has given the three dates in this letter by the Nautical Day beginning at noon, twelve hours before the civil day.

before I reached Green Point and then at too great a distance to do anything with the guns, but from the crowd of horse and foot we saw running to the batteries it was very evident the alarm was general.

I saw several ships and vessels at anchor in Table Bay, amongst which was a Danish ship and two brigs.

As it continued little wind all night, I hauled off from the shore and in the morning of the 16th[1] a boat came from the Governor of the Cape Town proposing a truce for forty-eight hours and informing me that he had sent the same proposal to the General. I answered his letter by saying that as I could not positively agree to a truce without the concurrence of the General, I should nevertheless promise not to commit any act of hostility during the proposed time unless I learned that the truce was not admitted. At about 4 o'clock of the same afternoon I anchored in the outer part of the Bay, the batteries from Green Point all along the shore to the town firing at the squadron, notwithstanding the proposed truce, but no notice or return was made to it. The ships anchored out of gunshot in order to avoid giving any reasonable cause of offence, and in a short time the enemy seemed to recollect themselves and ceased to fire. The next morning about 11 o'clock the Danish ship sent a boat to know if I had any commands to Bengal as she meant to sail. I gave them orders not to sail until I should give them leave, not knowing for what purpose they had remained in a place invested for some time, after seeing it attacked on all sides, both by sea and land.

I have, [etc.]

J. BLANKETT.

[1] According to the Log this was 4 P.M., i.e. in the afternoon of the 15th.

CLARKE TO ELPHINSTONE

Cape Town,
September 20th, 1795.

Dear Admiral,—The necessary and sudden departure of the seamen and marines that were serving on shore in our progress to this place, having procluded the opportunity of my offering those thanks which their distinguished and spirited exertions upon every occasion while under my command so justly merit, I am to request that you will be good enough to communicate to them in the most acceptable manner the high sense I entertain of the faithful and gallant services of all the officers, seamen, and soldiers of those corps in general, and the obligations I feel myself under to Major Hill, and Captains Hardy and Spranger who commanded them, particularly the two latter, who not only submitted to a degree of fatigue and inconvenience that is seldom experienced, but by their uncommon zeal and anxiety for the public service disciplined their respective battalions in a manner that was but little to be expected under the peculiar circumstances of their situation.

I am, [etc.]
ALURED CLARKE.

ELPHINSTONE TO DUNDAS

His Majesty's Ship Monarch, Table Bay,
Cape of Good Hope,
the 23rd of September, 1795.

Sir,—I have the honour to inform you that on the 3rd instant the India ships from St. Salvador arrived in False Bay. His Majesty's ship Sphynx which sailed with them, having met with an

accident, was obliged to return to the former place for repair.

On the 4th General Clarke came into the harbour, and on a conference with him it was determined to land the troops without a moment's loss of time, but notwithstanding the utmost exertion of the troops and seamen, it was the 14th before provision, guns, ammunition, &c., could be collected to enable the General to move forward from the Camp of Muysenberg.

On the morning of that day the Army marched, each man carrying four days provisions, and the Volunteer Seamen from the India ships dragging the cannon through a deep sand; the country being difficult to proceed on, they were galled considerably by the enemy during a fatiguing march performed in hot weather.

At Wynberg the bulk of the Dutch made a stand, but were soon dislodged by his Majesty's forces, and nearly at the same moment Commodore Blankett, whom I had previously detached for the express purpose of alarming the enemy, and giving them a diversion on the Cape Town side, appeared off Camps Bay with the America, Echo, Rattlesnake and Bombay Castle India ship, and performed the excellent service set forth in his letter. At 11 P.M. the Commissary Sluysken sent in a flag of truce to demand a cessation of arms for forty-eight hours, as you will perceive by the correspondence enclosed, and on the following morning the colony was fortunately surrendered to his Majesty on the terms which I have the honour to transmit herewith. I cannot conclude this letter without acknowledging the consolation I have derived from the friendly assistance and advice of Major General Craig during a tedious sojournment before this place, under many distressing circumstances,

and it is a real pleasure to add that with him, and also since the arrival of General Clarke, the same sentiments seem to have actuated the minds of the officers to whom his Majesty has been pleased to entrust the conduct of the Expedition.

I beg leave to notice the eminent services of Captains Hardy and Spranger, which are more fully described in the letter from Major General Craig to me, a copy of which is enclosed. The conduct of the officers and of the sea and marine corps is also truly praiseworthy, and will be acceptable to his Majesty.

The readiness with which the seamen of the India ships, under the command of Captain Acland, of the Brunswick, offered their service gave me the highest satisfaction. Indeed all ranks of men bore this long service during bad weather with the utmost cheerfulness, though often unavoidably ill fed and attended with great fatigue.

My anxiety to despatch the Orpheus, and the short time since our obtaining possession will, I hope, plead my excuse for not transmitting by this opportunity a return of the naval stores taken, which I understand are considerable; but the variety of other circumstances at present occupying my mind have hitherto prevented my attending to that point.

The ship Castor and Star armed brig, both belonging to the Dutch East India Company, were found riding at anchor in this bay; the latter, being fit for his Majesty's service and much wanted, I have presumed to commission.

As this place will of course become the common rendezvous of ships intended for the protection of India, it will be necessary to send hither as speedily as possible a considerable quantity of salt provisions, butter, pease, spars, naval stores, coals,

slops and shoes, in order to form a Depot, as none of those articles can at present be procured ; and as the silver dollar is the coin most valued at this place, which passes for five shillings sterling, it will be absolutely necessary that a quantity of that coin should be sent here with all expedition for the common disbursement of the Naval service. The dollar may be procured at Cadiz or Malaga for four shillings and three-halfpence.

Two strong well built sloops from fifty to one hundred tons will also be requisite for the purpose of transporting stores, wood and provision to and from the different bays in this settlement.

I have, [etc.]
G. K. E.

ELPHINSTONE TO ADMIRALTY

His Majesty's Ship Monarch,
Table Bay, 23rd September, 1795.

Sir,—I have the honour to acquaint you for the information of my Lords Commissioners of the Admiralty that on the 16th instant the colony and castle of the Cape of Good Hope surrendered by capitulation to the British Arms, in consequence of which I proceeded in the Monarch to this Bay, whither I had previously despatched Commodore Blankett in the America with the two Sloops and an India ship for the purpose of raising an alarm on the Cape Town side, in which he succeeded admirably.

This event has given me great satisfaction, not only from the fortunate termination, but also from the relief it affords to the Officers, Seamen and Marines of the Fleet under my Command, after a laborious service for a length of time, wherein they

were continually fatigued and often unavoidably ill-fed ; they merit my warmest thanks, to which the Volunteer Seamen from the East India Company's ships are also entitled, for their readiness in undertaking to draw the cannon, and the cheerfulness with which they performed that duty ; and I must more particularly beg leave to notice the eminent services of Captains Hardy and Spranger, which, however, are more fully described in a letter from Major General Craig to me, a copy of which I have the honour to enclose, together with a list of Promotions wherein you will perceive I had given the command of the Princess to Captain Hardy, whose acknowledged merit will, I trust, justify my election and recommend him to their Lordships' confirmation ; this ship is one of those found in Simons Bay called by the Dutch the Willemstadt and Boetzelaar of one thousand tons burthen, mounting twenty-six guns and most completely found, with copper in the hold sufficient to sheath her, and will be essentially necessary at this place, as also for the purpose of incommoding the French Victuallers on the coast of Madagascar hereafter, and hitherto intended for other purposes of approaching the shore with provision, and covering the boats on their communicating with the Army.

I also fitted out a Gun Vessel, the Squib, to carry one nine pounder and one of eighteen, which has proved extremely useful, the command I gave to Mr. Charles Adam. The ship Castor and Star armed Brig, both belonging to the Dutch East India Company, were found at anchor in this bay, the latter being fit for His Majesty's service and much wanted, I have also presumed to commission.

[*The next two paragraphs are the same as the last two of the preceding letter.*]

In consequence of the promise of Major General Craig and myself on our first arrival, to encourage the enemy's troops to quit their service and join those of His Majesty, 'that all Deserters should be admitted to serve in any station they might choose,' many have made their election for the Marines. I therefore ordered them to be enlisted with a bounty of two pounds and shall clothe them as soon as possible, they have served faithfully, and are excellent German soldiers.

I have [&c.]

G. K. E.

ELPHINSTONE TO THE COMMISSIONERS OF VICTUALLING

His Majesty's Ship Monarch,
Cape of Good Hope,
Table Bay, 23rd September, 1795.

Gentlemen,—In consequence of the surrender of this place to his Majesty's forces, it may probably be determined to establish a rendezvous here for ships on their passage to the Indian Seas, or returning to Europe; I therefore beg leave to represent on such an event it will be extremely useful to form a considerable depôt of salt provision, butter and pease for the use of the King's ships which may occasionally touch here, those articles being in great demand, nor will such a provision be less requisite for the ships intended to remain on this station.

The proportion of salt provision and the small quantity of flour by the Bombay Castle and Brunswick arrived very opportunely, but it was seriously lamented that no bread or spirits and so inconsiderable a quantity of flour arrived with the India ships; indeed so alarming were our neces-

sities from the deficiency of those articles, that a few days further resistance would have obliged us to have retired from the Cape to proceed to South America in quest of bread or some proper substitute, although the fleet had been long at two-thirds allowance, and rice and flour strictly forbidden to be issued in lieu of any other species than bread, and I was necessitated to detain a Danish ship against the Commander's inclination for the purpose of procuring with great difficulty a few bags of rice stowed low in her cargo. My apprehension and anxiety on this point were very great, and you will conclude not without reason, when I inform you our force was seven thousand men and our stock of bread, including every substituted article, less than a week at two-thirds, while at a greater distance than a month's sailing from any place where these essentials might be procured. [*Ends.*]

JOURNAL

Saturday, 26th September.

A large Dutch party dined with the Admiral.

PROCLAMATION

By General Alured Clarke and Vice Admiral Sir G. K. Elphinstone, Commanders in Chief of his Britannic Majesty's Forces, &c. &c.

Whereas the Colony of the Cape of Good Hope has by a Capitulation dated the 16th September 1795 been surrendered to the Armies of his Britannic Majesty and whereas his Majesty in

his paternal goodness has been pleased to direct and instruct us by every means in our power to promote the prosperity of the Colony and the welfare and happiness of the inhabitants, we his Majesty's commanders by sea and land do think it incumbent upon us to make his Majesty's gracious intentions thus publicly known to the end that all persons may be acquainted therewith and that all such as shall demean themselves as becometh them may rest assured of all protection and security to their persons and property.

And whereas by the Capitulation aforesaid his Majesty is become the only true and lawful sovereign of the Colony to whom alone all allegiance is due, we do therefore strictly charge and command all persons whatever to abstain from the exercise of any act of sovereignty in the name of or by the pretended authority of any other power whatever and we do in like manner caution all persons residing in this Colony from acknowledging any power or authority derived from any other source than that of his Majesty aforesaid, as by so doing they will be considered as having renounced their allegiance and will be subject to such pains and penalties as may be fitting.

The allegiance which is due to his Majesty while he retains the possession of the Colony from all persons who by continuing to reside in it and enjoying his protection acknowledge themselves his subjects, is founded on so evident a principle of justice, and the universally acknowledged law of nations, and is besides so essential a requisite to the peace and happiness of society, that we do not conceive that any doubt can remain on the mind of any person relative thereto. To remove however the possibility of any such—to quiet the minds of all—and to the end that all may be

informed of our just expectations on the part of his Majesty, we have thought it expedient by our Proclamation of this day's date to call in the inhabitants to take that oath of allegiance and fidelity which on the change of Governors and on other occasions they have been accustomed to take to their former Government and in which such as choose to remain inhabitants of this Settlement are now bound to his Majesty whose subjects by such residence they become.

And although relying on that religious sense of duty which must operate on the minds of all who are not wickedly bent on destroying the peace and happiness of others for their own profit and advancement, we have full confidence in the peaceable disposition of the inhabitants of this Colony in general, nevertheless we think ourselves called upon on this occasion earnestly to exhort and require of all that, laying aside all animosities and heats of every sort which may have formerly existed, they do unite in general efforts for the public benefit, the prosperity of the Settlement, the advancement of industry and the good of society in a peaceable and orderly behaviour and a due submission to the laws.

And whereas the due administration of justice according to the laws now in use and which are known to all is an object of the first importance to the welfare of the Colony and its inhabitants, we do make known that it is our intention to re-establish the Council of Justice for that purpose as speedily as the indispensable arrangements will admit of. And we do further think it right to acquaint the inhabitants that the several other public establishments intended for the further administration of justice and police, as well as for all other purposes of general concern, shall be

objects of our earliest attention and care, and that such steps shall be forthwith taken therein as shall best ensure his Majesty's intention in the prosperity of the Colony and the welfare of the inhabitants.

And whereas during the late government of the Dutch East India Company a variety of monopolies and restrictions calculated for the profit and the benefit of the Company, but oppressive to the inhabitants, and destructive of all industry have existed, we do make known that in obedience to his Majesty's instructions it is our intention to abolish all such, and although we have not yet had time to enter into full consideration of this subject we nevertheless think it expedient to declare that in future all restrictions on the internal trade of the Colony shall be taken off, all commodities the produce of the country may be brought to public market and may be sold as best suits the interest of the owner.

We also declare that all persons so disposed are at liberty to exercise their several trades as best suits their inclinations—all persons desirous of so doing may set up a brewery, or any other manufacture not under a general prohibition—may possess boats, may fish and may trade from any harbour of the Colony to another. The whale fishery, whether at sea or in a harbour of the coast, is open to all. In thus declaring our intentions that those restrictions which at present exist on the internal trade of the Colony shall be taken off we think it however proper, in order to avoid any mistake on the subject, to inform the public that this is not to affect the payment of any taxes or contributions, which for the present must continue on the same footing as formerly, although we will give our earliest attention to

their future regulation so as to endeavour to modify such as may appear oppressive. It must likewise be understood that the Coasting Trade and the possession of boats will be liable to such regulations as may be found necessary for the benefit of commerce.

Given under our Hands and Seals this
10th[1] day of October, 1795,
ALURED CLARKE.
G. K. ELPHINSTONE.

DUTCH JUSTICES TO CLARKE AND ELPHINSTONE.

Contemporary Translation.

Cape of Good Hope,
the 26th of September, 1795.

The consideration of the undersigned arise from the notice contained in the Proclamation of the British Commanders regarding the conditional continuing in office of the Administrators of Police and Justice in this Government and chiefly consist herein.

That the undersigned, at the time of their entering into their offices, having bound themselves by an oath to Their High Mightinesses the States General of the United Provinces, still conceive that in justice they are not discharged from the obligations laid upon them by that oath.

For although by the surrender of this Colony according to Capitulation, they may and must be considered under a tie of fidelity and subjugation to his Britannic Majesty, to the end that as long as H.B.M. possesses this Colony, they are under the unavoidable obligation in their proceedings continually to attend to his interest, and therefore

[1] Dated 7th (which appears to be the correct date) in Theal.

to do nothing that can be considered prejudicial to that interest.

The undersigned moreover must consider themselves bound, by the oath which they have pledged to Their High Mightinesses till by the conclusion of the war it shall appear that this Colony is ceded to the Kingdom of Britain, that they may commit no act from which it might appear that they had entered into the service of his Britannic Majesty—nor any such as might produce any real prejudice to the Republic of the United Netherlands, as for example would be the case, if the undersigned continuing as Judges, should be obliged in the event of capture of Dutch ships, to declare them as good prizes ; and of a similar nature many other cases might happen to come before them.

The undersigned considering themselves more or less in a similar situation with military persons, who, as long as the war lasts, and they remain with the Conquerors, owe them faith and submission, but nevertheless must refrain from all acts which might involve their first Sovereign in any real loss.

Upon all these grounds the undersigned are reluctant, till, by the ending of the war, the Colony be entirely ceded, and they on that account able to acknowledge His Britannic Majesty as their permanent Sovereign, to continue as Judges in the name of H.B.M. without some limitations.

However the undersigned, fully persuaded on the one hand of the good intentions of the British Commanders to promote the welfare of the inhabitants of this Colony, and on the other, of the necessity that the Laws should again have their course, consider themselves obliged, agreeable to the permission granted them, to provide some means by which the salutary intentions of the British Commanders be obtained—the interest of

the inhabitants promoted, and, at the same time, all difficulties evaded by the undersigned.

For which purpose, upon mature deliberation, nothing better has appeared to them, than that H.B.M. Commanders in Chief might permit that the Court of Justice as heretofore should administer Justice agreeable to the Laws and Customs of this Colony, and in the name of Their High Mightinesses the States General of the United Provinces, agreeable to the Constitution of 1787, with this express limitation, that in this administration of justice nothing shall occur that may be directly or indirectly prejudicial to the interest of H.B.M., and that henceforth the British Commanders will declare such sentences as legal and binding till such time as, by a Peace, this Colony be finally ceded to the Kingdom of Great Britain.

And lastly agreeable to this limitation, the Oath of the Members of the Council of Justice to be so contrived, that upon promise as good and faithful people to attend to the administration of justice upon the same footing as heretofore, they will solemnly pledge themselves not to cause any steps to be taken, in the execution of their functions, that may be considered as directly or indirectly repugnant to the interest of H.B. Majesty.

CLARKE AND ELPHINSTONE TO DUTCH JUSTICES

Castle of the Cape of Good Hope,
the 26th of September, 1795.

Gentlemen,—We have received the paper which you have been pleased to address to us, expressive of the doubts which you entertain with

respect to continuing in the administration of Police and Justice of this Colony, in consequence of the notice contained in our proclamation of the 22nd instant.

We have repeatedly expressed our warmest wish found upon the instructions of His Majesty to us, to concert and pursue such measures as appear most likely to produce the happiness and prosperity of the inhabitants of this Settlement, and we conceive that one of the first steps for this purpose, is to provide for the speedy and due administration of justice, according to the known and established laws of the place, conceiving also that this end is most likely to be answered by the administration remaining in those hands in which it has already been placed, and to which the people have been accustomed to look up. We are desirous of removing those doubts from your minds, which otherwise might prevent the accomplishment of so salutary an object. We persuade ourselves that it is not necessary for us to assure you that we are sensible of the moral obligation of an Oath, taken under any circumstance, but we desire you to believe that we should not consider the Administration of Justice as lodged in safe hands, if on any consideration the persons entrusted with it were required to violate the sacred bonds of that solemn tie in order to qualify themselves for the discharge of their office. This we trust, Gentlemen, will be our best security for your relying upon the sincerity of the opinion which we offer to you, that your acting as required does not any way militate against your former Oath to the States General of the United Netherlands.

Whether this Colony will ultimately remain in the possession of Great Britain, or return to the dominion of its former master, must indeed depend

upon the negotiations of a general pacification in Europe. But the Capitulation by which the possession of the Colony is transferred to us is without limitation or reference to that event.

The Colony has surrendered itself to His Majesty, who is at this moment as much the master and possessor of it as he will be by having remained so a century hence ; and in the meantime we hope and believe that it is fully understood by you and by the inhabitants in general that as protection and allegiance are synonymous, the latter must depend on no contingent event, where the former is fully enjoyed. You, Gentlemen, and every inhabitant in this Colony, under the Capitulation, are in the full and entire enjoyment of every protection which the Government of Great Britain can afford you, and in return that Government has an undoubted right to your duty and allegiance while you choose to remain in the Colony.

We mention this to shew to you that as it is impossible that you can at the same time pay allegiance to two different Governments, and as all oaths and obligations of every species are, and must be, bounded by the possibility of execution, it is evident that you are and must be from the nature of the case, fully and completely discharged from every species of obligation under which you might lie by your former oath to the States General. Under these circumstances we do not conceive that there can be any impropriety, as we are certain that there is no violation of your oath, in your accepting or executing any civil office under his Majesty. Your arguments are founded on an allegiance to the States General, which while you reside in the Province we cannot possibly allow to be due to them—but whilst we protest against the admissibility of the principle of your reasoning

on this head, we must observe that the instance by which you have chosen to illustrate it is such as can never occur. Captured ships can only be condemned by our own Courts of Admiralty; proceedings in such cases can never be referred to you.

The parallel which you draw between your situation and that of military persons, considered as you evidently do, as prisoners of war, is by no means just. The persons of military people, under the circumstances alluded to are entirely at the disposal of the conquerers. They may be deprived of liberty and shut up in close confinement. It is only by a tacit convention for the mutual accommodation of all parties that it is usual to admit them to their parole, under which they are still prisoners, and indeed the very circumstance of requiring that parole from them is a proof of the light in which they are considered. But no parole is ever exacted from a, citizen who follows his business, comes and goes as he pleases, and in short is accountable only to the laws and the Government under which he lives.

On the whole we shall regret if an object which we consider as conducive to the general good should fail from any scruple of yours. We consider those scruples as you have represented them to us as unfounded, and have thus endeavoured to remove them. We shall certainly word the oath which we think ourselves obliged to require from every person holding so important an employment, as that which we propose to you, with every regard to your situation that may be consistent with the security which is meant to be obtained by it, for the due and impartial administration of justice: but we must at the same time observe to you that it is utterly impossible that we can for a moment

consent that the administration of justice, or any act of Sovereignty whatever be executed in any other name than that of the King of Great Britain.

We enclose to you a form of the Oath which we propose, which we desire you will consider of, and favour us with your ultimate resolution as early as possible.

We have, [etc.]
ALURED CLARKE
G. K. ELPHINSTONE.

FORM OF OATH OF ALLEGIANCE

I promise and swear to be faithful, and bear true allegiance to His Majesty George the Third, King of Great Britain, France and Ireland Defender of the Faith &c. for so long as he shall remain in possession of the Colony of the Cape of Good Hope—to administer faithfully and uprightly the office of Counsellor of Justice—to maintain duly the rights and laws of his said most sacred Majesty—to reveal to nobody the secrets of the Board—to accept directly or indirectly no gifts from those who proceed or apparently will proceed at law, or request or apparently will request something of the said Council—of what nature soever it may be—to contribute as far as in me lies to the welfare of this Government—and generally to administer justice without connivance, hate, favour or partiality, according to the Statutes, Ordinances, and Proclamations issued, or which shall be issued by due authority.

So help me God Almighty.

ELPHINSTONE TO DUNDAS

His Majesty's Ship Monarch, Table Bay,
the 10th October, 1795.

Sir,—I have the honour to transmit herewith duplicates of my former despatches and other consequent papers respecting this Colony, containing

such information as I have been able to procure in the short time which has elapsed.

Upon the whole the people of the Colony do not seem to regret the change of situation, but the numerous train of servants of the Dutch Company and the officers, all of whom are natives and married here, and enjoyed places of trust and emoluments, are great losers, and much to be pitied as persons deprived of every prospect of rise by the destruction of the Company; these persons being of the first families their opinions are doubtless looked up to by many; I therefore presume to offer to your consideration the propriety of employing the natives in offices of trust and profit under his Majesty, as the means of conciliating their affections, and as here are many fine young men without any profession who are desirous of serving in the Army and Navy, I am confident a few so employed would be found advantageous.

I have been obliged to prohibit neutral ships trading here, excepting where the articles are much wanted by the public, by reason that if they are allowed to ship grain or wine they uniformly pretend to be forced into the French Islands by bad weather or cruisers, and there load with English prize goods or take commissions to capture British vessels. Tranquebar had seventy ships belonging to it, notwithstanding the whole settlement is not worth five thousand pounds.

I have the honour of sending by this conveyance in conjunction with the General, descriptive accounts and inventories of the public revenue, houses, lands and stores.

In the time of the Dutch Company the master attendant had, or used, the privilege of supplying foreign ships at a great profit with whatever

stores they stood in need of, and kept his private concerns indiscriminately connected with those of the public; all such stores therefore as appear fit for the King's use I have directed to be purchased and the remainder to be disposed of and removed from his Majesty's storehouses; the master attendant has resigned his situation.

The Whale fishery here will become of much consequence particularly at Whaalvish or Whalefish Bay.[1] In the winter from 20 to 30 Americans fish there. This I have forbidden and shall send a ship to prevent it, many of the inhabitants being inclined to enter into that traffic, and the English ships may receive the advantage of it until your orders are received on that subject.

Plattenberg Bay[2] is a place of importance affording wood planks and beams for building, and will require a ship to visit it during the months of the north-west wind; the place abounds with corn, but is too distant for land transportation.

I enclose a paper delivered to me by an independent burgher,[3] one well inclined, to which I have added a few remarks, from a motive of duty and an anxious inclination to communicate every possible information; the period however since our possession has not afforded sufficient intercourse nor opportunities of enlarging upon this necessary and important point.

The few troops that could with safety be spared from this place were not of sufficient consequence to encourage the General or myself to undertake any expedition before our arrival at Madras, and

[1] Walfish Bay on the West Coast.

[2] Plettenberg Bay, east of the Cape.

[3] The memorandum by F. Versteins on the state of the Colony, printed by Theal, p. 167 *et seq.* There is a copy in one of the letter books with marginal notes that differ from those in Theal, but it is too long to print here.

as Major General Craig expressed great anxiety to have all the troops left here, it has been determined to do so.

Many of the German soldiers prisoners being desirous of enlisting for the English East India Company's service, I gave directions to Mr. John Pringle, the Company's agent, to furnish money for that purpose; I hope to be successful in that view, as it will not only serve the Company but reduce the expense of sending to Europe by cartel ships.

As there will be a necessity for a Judge of the Court of Admiralty, or one to officiate in that office until his Majesty's pleasure is known, I beg leave to recommend Mr. Jn° Peter Baumgardt, one of the Court of Justice, a gentleman perfectly master of the English language who resided eight years in Bengal and as, on the event of a continuance of the War, a Court of Commission will be requisite for the trying and adjudging prize ships, I presume to mention this gentleman for that situation, thinking him as well qualified to undertake it as any person in the place, should it be determined to establish one here, which cannot interfere with the East India Company's charter.

The inhabitants having been previously summoned assembled yesterday in great numbers on the square within the Castle and took oaths of allegiance to his Majesty in the presence of General Clarke and myself; the Council of Justice, which is composed of twelve members and a President, immediately retired to their hall for the despatch of business, the other board followed their example. I see no reason to doubt the attachment of the people, nor the tranquility of Government; but must at the same time inform you that our firmest friends are very anxious that a large force should be left here to repel any attack from the French

for whom they seem to tremble ; some, however, are of a different opinion.

I beg leave also to recommend Mr. Peter Jn° De Wit to your notice as a fit person to be Registrar of the Court of Admiralty ; he speaks English perfectly and has suffered much from his attachment to the British.

Captain H. E. Stanhope will have the honour of delivering this despatch ; he was Captain of the Ruby, and after I quitted False Bay the command of the ships there devolved on him, where he performed the service with such activity and exactness that it is much to be wished he enjoyed a better state of health ; I beg leave to recommend him also to your notice.

I am, [etc.]
G. K. E.

CLARKE AND ELPHINSTONE TO DUNDAS

Castle of Good Hope,
the 12th October, 1795.

Sir,—We have the honour to enclose descriptive inventories and accounts of the lands, tenements, revenue, stores, money and all other articles which have fallen into our possession late the property of the Dutch East India Company in whom were vested the territorial, military, civil and commercial privileges of this colony with all rights, appurtenances and juridical power.

Every attention has been paid to the accuracy of these inventories and accounts that circumstances and time would admit, the particulars of which shall be valued and secured in the best manner possible agreeable to his Majesty's pleasure. What may be the Royal determination respecting the disposal of the public effects captured in this

settlement we do not presume to judge, but hope it may not be thought exceeding our duty nor improper to solicit through you, Sir, his Majesty's consideration and favour in behalf of the forces under our command, whom he has been graciously pleased to make instrumental in the acquirement of them.

Having taken into consideration the necessity of our speedily proceeding to the further execution of his Majesty's commands, and the shortness of our stay here rendering it in a great degree necessary that Major General Craig, on whom at our departure the command and administration of the affairs of this colony must of course devolve, should as expeditiously as possible be put in the exercise of that jurisdiction we have thought fit to appoint him Commandant to regulate all matters civil and military, agreeable to the order and notification enclosed, during our continuance here ; and we intend on our departure to invest him with such further authority as may seem necessary, until the King's pleasure shall be known, of which we hope you will approve.

The public revenue has suffered much since the capture of the colony from the want of proper persons vested with requisite authority to collect the several duties, an evil increasing daily, which called for some immediate remedy, and finding from the best information the time afforded that the mode of collection under the Dutch Government ran into an extensive establishment of useless and expensive offices, we have thought proper for the security, support and improvement of the revenue to appoint John Isaac Rhenius, Christopher Brandt and John Peter Baumgardt, three gentlemen of knowledge and weight in the country, to undertake the receipt and manage-

ment of it with an annual salary of four hundred pounds each, until the King's pleasure is known. They will be empowered to employ proper clerks and are directed to lay before us with all expedition the particulars and amount of the former revenues, the practised mode of collection, with their thoughts on the means which may be deemed most efficient for collecting them in future, and generally to represent anything that may appear conducive to the improvement of this material object; and in the meantime they are diligently to support and gather all revenues, duties and imposts for his Majesty's use.

It having been thought proper that the inhabitants who continue under his Majesty's protection should take an oath of fidelity to him, a public notification to that effect was issued, and we have great pleasure in acquainting you that all the most respectable inhabitants and a much greater number of people than we had reason to expect assembled on the square of the Castle and took the oath in their usual manner.

We have, [etc.]
A. CLARKE.
G. K. E.

ELPHINSTONE TO BLANKETT

By the Honble. Sir George Keith Elphinstone, K.B., Vice Admiral of the Blue and Commander in Chief of His Majesty's Ships and Vessels employed and to be employed on a particular Service including all the Indian Seas.

You are hereby required and directed to take upon you, as Senior Officer, the charge of the

ships and vessels mentioned in the margin, whose Commanders have received orders for that purpose.

You are to take charge during my absence of all matters relative to the King's Naval Service, and, in conjunction with Major General Craig, upon whom the Government will devolve on the departure of General Clarke and myself, you will use your best endeavour according to your original instructions for the security of the colony.

You are to keep his Majesty's ships always ready for sea and victualled up to four months, for which purpose I have directed the contractor to be at all times provided with a supply of every species of provisions for the immediate wants of the ships which may be here.

I recommend the greatest care and attention in the expenditure of all stores and have directed the storekeeper not to supply any demands but in lieu and by your order.

It is necessary that you keep a ship of war in Simons Bay for the protection of the naval and public stores as well as the security of the Bay.

You will be pleased to use the Star brig or any other more convenient vessel for the purpose of examining the coast from hence to Whalvish or Walwich Bay [1] reporting the soundings, wood produce, water, &c., and preventing strangers from fishing, as forbidden by the Public Order, and as at the proper season of the year similar instructions will become applicable to the Eastern Coast as far as the colony extends you are to cause the same to be complied with, carefully minuting and recording all remarks and observations thereon and reporting the same to me, which you are also to communicate

[1] Walfish Bay on the West Coast.

to the Right Hble. Secretary of State and the Secretary of the Admiralty by every favourable opportunity with every other requisite information.

In the event of any ship or despatches arriving from Europe you will forward the ship or vessel as hereafter described to Rendezvous No. 7 or 8, being Trincomalee or Madras.

You are to see that the storekeeper and master attendant are careful in discharging the duties entrusted to their charge here and at False Bay during the proper season, and you are not to order nor to permit the purchasing of any stores unless there shall be an absolute necessity for so doing, and as the trust and good husbandry of the public effects must in great measure depend on your good management until my return, I commit and confide it to your charge, requiring you to account to me respecting the same for the information and satisfaction of my superiors.

If from information or direction you find there is little risk of a force to endanger this Settlement, now so strong in land forces, you may use any of the ships under your immediate orders for the purpose of intercepting the trade of the Isles of France, or to disturb the ports on Madagascar from whence the French draw their provisions.

You are as fully entrusted with respect to captures and the detention of vessels as I am; instructions on those points are therefore unnecessary, but you are not to suffer foreigners to remain in the harbours longer than necessary, nor to traffic for the supply of the enemy or to the detriment or disadvantage of the King's subjects, to which point your attention will be particularly requisite as too many foreign vessels are continually appearing under various fictitious flags.

You are to assist the Major General in levying

the revenue to prevent all misdemeanors on the seas and to preserve the rights of the Admiralty.

You are to be attentive to the Dutch vessels now detained, or which may hereafter arrive, until orders shall be received respecting them or some favourable opportunity shall offer for sending them to Britain either under convoy or manned by invalids or otherwise as you may see fit, consigning them as may be directed by his Majesty, or in default thereof to our joint Agent.

I recommend the Princess as a fit ship for the defence of Houts Bay in case of attack, and other times on the various services of the coast.

You are by the first opportunity to cause one of the sailing lighters and the gunboat to be sent to Simons Bay, where moorings are to be laid down for them.

As it may be necessary to sell perishable parts of cargoes, and for that purpose to land such also as may be on board ships insufficient for their preservation, you are in such cases to remit the money arising therefrom, being conjunct capture, to the Honble. William Elphinstone with instructions that he is to place the same in the Bank agreeable to my directions there to remain for the King's pleasure.

The Ruby, Princess and Star will be ordered under your command.

Monarch, Table Bay.
[12th November, 1795.]

ELPHINSTONE TO ADMIRALTY

His Majesty's Ship Monarch,
Table Bay, Cape of Good Hope.
13th November, 1795.

Sir,—I have the honour to inform you for the information of my Lords Commissioners of the

Admiralty that the Squadron under my command being completed in their victualling, it is my intention to depart immediately for Madras with the ships named in the margin. (Monarch, Arrogant, Echo, Rattlesnake, Prince of Wales Armed Transport.)

The Stately and Victorious sailed from hence on the 27th October, with orders to cruise off the French Islands three weeks, and then to join me at Madras.

On the 19th ultimo Captain Ramage of the Rattlesnake took the Maria Louisa, a Dutch packet from Batavia, bound to this place and Amsterdam, by her I have received sundry voluminous Dutch despatches, and much useful and curious information, all which I have left with the Commodore to be forwarded to the Right Honourable Secretary of State by the first opportunity.

The late Governor of this Colony, the Commissary Sluyskin, applied to me for a Cartel to convey him and other prisoners of war to Europe. I therefore ordered the Loyalist transport to be equipped for that service, and she sailed yesterday with the Commissary on board, and two hundred other prisoners of war.

By an American vessel from St. Salvadore I learn that the Sphynx was there in safety on the 7th September last, and ready to sail for this place.

I have, [etc.]

G. K. E.

ADMIRALTY TO ELPHINSTONE

Admiralty Office. 13th February, 1796.

Sir,—My Lords Commissioners of the Admiralty having received intelligence that a squadron consisting of eleven ships of war of various rates is to sail immediately from the Texel for the East Indies with the design of attempting the recapture of the Cape of Good Hope, and that this squadron is to be reinforced by ships from a French port, but of which the number is not stated.

Their Lordships have thought it right to despatch his Majesty's ship the Carysfort with this intelligence to you in order to put you upon your guard and that you may make such preparations as the force you may have with you may enable you to do to resist any attempt which the enemy may meditate. Though there is no absolute certainty of the enemy's intention of directing their operations against the Cape, yet the great importance of that Settlement and other objects to be attained in the Eastern Seas are sufficient to induce their Lordships to believe that it may be advisable to act upon it, and they have in consequence thought fit that the squadron under your command shall immediately be reinforced by 3 ships of the line, which will be despatched the moment it may be practicable to join you at the Cape.

I am, [etc.]

EVAN NEPEAN.

P.S.—I enclose you extracts of letters from Berlin and Bremen containing the intelligence above alluded to.

[*Enclosure.*]

Information communicated to Lord Elgin, His Majesty's Minister at Berlin, and by him transmitted to Lord Grenville.

Berlin. 29th Jan., 1796.

" On peut annoncer avec certitude qu'il y a une Expedition secrette sur le tapis, qu'on tient de plus cachées; savoir, que onze vaisseaux seront envoyés au plus vite a Cap de B. Esperance pour le reprendre. Les officers ont reçu l'ordre de se rendre a bord. Les dits vaisseaux doivent se joindre à une Flotte Françoise.

Extract of a letter from Colonel Don to Mr. Dundas dated Bremen, 26th January, 1796.

I have this moment received intelligence from Amsterdam that there are eleven ships of war in the Texel with land forces on board ready for the sea, and that they are intended for a distant and secret expedition in conjunction with a French squadron. The Cape of Good Hope was supposed to be the destination.

State of Dutch Force at the Texel the 2nd January, 1796.

Dortrecht	64	pour les Indes Orientales.
Revolutie	64	
Tromp	54	
Castor	40	
Serene	24	
Piet Hein	54	pour les Indes occidentales.
Pollux	40	
Venus	24	
Yager	36	
Bellona	24	
Havick	18	
Snelheid	14	

Un grand Batiment chargé d'approvisionemens.

Admiralty Office. 14th February, 1796.

Sir,—In addition to my letter to you of yesterday's date, I have it in command from my Lords

Commissioners of the Admiralty to intimate to you that, on a consideration of the intelligence which has been received respecting the designs of the enemy, their Lordships are of opinion that in the distribution of the naval force to be employed under your command for the protection of the Cape of Good Hope and of our several possessions within the Indian Seas, it will be advisable that a force consisting of not less than 5 or 6 ships of the line should, at least for the present, be allotted to the service of the protection of the Cape; the importance of that Settlement, in every point of view, being an object which must naturally excite the particular attention of the enemy. Though their Lordships have directed me to convey this opinion to you respecting the extent of the force to be applied to the service of the Cape, they do not mean that it should be given to you as matter of positive instruction, but to leave you to the exercise of your own judgment and discretion, not only in this instance, but in every other as circumstances may occur, upon which they conceive the person on the spot, only, can be competent to determine.

The reinforcement of troops intended for the Cape will proceed under the protection of the ships of war which, according to my letter of yesterday, are to be ordered to join you, and will consist of about twelve hundred men.

I am, [etc.]

EVAN NEPEAN.

INFORMATION OF DUTCH FLEET

29th February.
[Received July, 1796.]

The following are further particulars relative to the Dutch Fleet now at sea. Tuesday morning

at daybreak the Espiegle sloop of war, Captain Roberts, was stationed with a cutter off the Texel to watch the motions of the enemy; discovered the Dutch Fleet coming out to sea. Captain Roberts immediately despatched the cutter to Admiral Duncan in the Downs with the intelligence while he followed the enemy to see what course they stood. The cutter arrived at Deal on Wednesday afternoon, and soon after the intelligence was conveyed to the Admiralty by means of the telegraph.[1] The celerity of the communication was quick beyond example; the news of the sailing of the enemy was known at Deal in about 32 hours after; and it was only four minutes and a half in reaching the Admiralty from Deal.[2]

On Wednesday morning at daybreak a squadron of four sail of men of war belonging to Admiral Pringle's division, of which the Glatton, Captain Trollope, was one, fell in with the Dutch Fleet and was in some measure surrounded. The enemy's force consisted of six two-decked ships, eight stout frigates, mostly 44 guns, and three small vessels; and on descrying our division formed the line. Our ships made sail to get away, and the enemy shewed no disposition to chase them. Soon after Admiral Pringle, coming from Leith Roads in a single frigate, likewise fell in with the Dutch Fleet, and quickly joined the above squadron of English ships, which are all returned into Yarmouth Roads, together with the Espiegle.

Yesterday morning Captain Trollope arrived in town at the Admiralty with this news, but in the evening returned again to Yarmouth.

The Dutch Fleet when last seen was forty

[1] Lord George Murray's shutter semaphore.

[2] There were 15 stations from Deal to London, and they had only been completed at the end of January.

leagues N.E. of Yarmouth, steering a course N. by E.

As soon as this news was known in town orders were sent off to Admiral Duncan, who was at the Nore, and his six sail of the line, including a Russian ship under his command, to join Admiral Pringle ; and, at the same time despatches were sent to Portsmouth, ordering Admiral Harvey to put to sea with every possible despatch. Several officers who were in town were likewise ordered to join their respective ships without loss of time.

ADMIRALTY TO S.N.O. AT CAPE

By the Commissioners, [&c.].

The Right Honble. Henry Dundas one of his Majesty's Principal Secretaries of State having by his letter of the 7th instant signified to us his Majesty's pleasure that, in conformity to the opinion contained in the Report of the Advocate General, to whom your letter of the 24th December last had been referred, the Naval Officer at the Cape of Good Hope should be instructed not to interrupt such neutral ships as are met in the seas, or are found in the ports, being only in ballast, from the farther prosecution of their voyages ; but to detain such neutral ships as are fairly presumed to be in the employment of carrying the cargoes of the enemy, and bring them to adjudication. We do hereby require and direct you to conduct yourself, and to order the officers under your command to conduct themselves with respect to such neutral ships as may arrive at the Cape or be met with at sea, agreeably to his Majesty's pleasure signified to

us as abovementioned. Given under our hands the 9th March 1796.

SPENCER.
J. GAMBIER.
W. YOUNG.

To John Blankett, Esq.,
Captain of his Majesty's ship America;
Or the Commanding Officer for the time
being of his Majesty's ships and vessels
at the Cape of Good Hope.

BLANKETT TO ELPHINSTONE

America, Table Bay. 1st April, 1796.

Sir,—Since I had the honour to address you last, by my letter of the 2nd February, nothing material has happened here, that has come to my knowledge. The General I believe had some apprehension of the people in the country being dissatisfied and has marched a party of the troops to Stellingbosch. I am still anxiously waiting the arrival of some despatch from England, and am now preparing to send the Dutch ships round again to Simons Bay under the convoy of the Ruby, Princess and Star, meaning to remain here a few days longer myself in case of any information arriving that shall authorise me to consider the Dutch ships as prizes, in which case I will endeavour to send as many of them home as the inefficient state of the squadron will enable me to do. Various neutrals and fictitious flags have been here and given much trouble, for want of precise orders how they should be received by the General and myself, but I hope that now will very soon be settled. Enclosed is the state and condition of his Majesty's ships here.

I have, [etc.]
J. BLANKETT.

America. 1st April, 1796.

Dear Sir,—With great anxiety I am waiting a despatch from England, as at present the time is arrived to move from this bay. The Dutch ships are ready to go round and I mean they should sail in a day or two, as it is yet uncertain in what manner they are to be disposed of, and no convoy appointed at St. Helena, I am at a loss how to proceed with them. The very inefficient state of the squadron in respect to men adds to the difficulty. I had endeavoured to have sent the Gertruda home laden with corn and had agreed with the General for that purpose, but difficulties on his side arose so as to make it very inconvenient for me to have undertaken it ; he would not spare the Company's slaves either to unlade the Gertruda or to load her with corn, nor allow them to the requisition of the Master Attendant as usual, but only on my writing for them, and then only when they could be spared. He had written to me of the impossibility of getting money and requesting I would furnish him the means of procuring it from St. Helena. I accordingly ordered the Princess from Simons Bay to come round here to proceed on that service and in the meantime the Dart arrived with a considerable sum in silver money. Soon after I wrote to the General for £250 to pay the yard and other services which he excused himself by saying the Pay Office was an office of expenditure and not of receipt, and that they would not receive or negotiate a bill with the Navy Board. As it would have cost £300 or £400 to have put the Gertruda in a state to have received the grain, for rooms, flooring, lining, &c., which I must have drawn to a disadvantage on our Agent, and that I must likewise have paid all other incidental expenses in like manner, I gave up the

matter with some reluctance. Upon some suppositions of discontent at Swellendam where the people have been long dissatisfied with the Land-Ross,[1] the General has sent a detachment to Stellingbosch, and is himself gone there for a few days. The particulars are either such as I do not know, or as I do not understand. The General has taken the signalmen to himself, but as he has not altered the signals that does not much distress the Naval service. We are always on good terms, dine together sometimes—at least I dine with him. We have not agreed relative to the treatment of neutrals. I conform to the Navigation Acts and your instructions, the General by neither; however, it is only a disagreement in opinion and has not gone further.

As I mean to stay here for some days in hopes of some arrival, I shall send the Ruby, Princess and Star round with the Dutch ships.

The Star returned from visiting the coast to the Northward as far as Cape Negro. She was in several good bays and took possession in form for the King—had no connection with the natives, of whom they saw but very few at a distance. They found all along a most inhospitable shore, neither wood or water to be had anywhere, nor any appearance of verdure, nothing but sand. She will as the season advances proceed to the eastward in like manner. I have fitted a schout-like vessel —you may remember not finished as a tender— I mean for the purpose of examining False Bay, which could not have been risked in boats. I have written to the Admiralty that I have done so, and after she has performed that service she will be sold to repay her outfit, which she will do three times over. I have made no purchases, but what I mentioned

[1] Landdrost.

to you of the arrack, at the price of spirits here, and still hope there will be no occasion.

The Dutch ships will be attended with expense, as I am now obliged to supply them with wood for the winter, and some candles, oil, &c. for their going round. If I send them home I must trust in part for a supply of salt meat at St. Helena. The General has sold some stores ; and I have ordered what was laying spoiling at Simons Town to be brought round in the Princess and to be sold here ; having however written to the General for his concurrence, although he did not ask for mine. I have now I believe pretty nearly gone through all the news here. There has been nothing very material occurred, but only trifling circumstances to tease a little and to occasion some fret, which will always be the case. I wish exchanges were better settled, as the difference between paper and cash vary too much to be pleasant to me, and the part of cargoes that have been smuggled here have served to drain the cash, and to continue the dependance of the merchants entirely on foreign remittances, and little to England. I shall beg of you to make my respects acceptable to Adml. Rainier and all of my acquaintance with you.

I have, [etc.]

J. Blankett.

Simons Bay. 25th April, 1796.

Dear Sir,—The Carysfort is at length arrived from England, but with few despatches, the *one* to me containing only a copy of the information of an intended attack, the same as to you. I opened the Admiralty packet, but not the one from the Secretary of State. I am putting everything in the best state I can should I receive a visit before

the reinforcement arrives, and have no doubt of doing as much as can be expected from so small a force.

I am sorry to tell you that the Bonifacious in hauling round into this bay ran on a rock, and was with some difficulty run on shore here, where little of her cargo will be saved. Government have taken to themselves the Dutch ships seized by Captain Essington[1] and as yet there has been none condemned to the captors.

I wish I could tell you by letter all the follies we experience here ; however, I have contrived to go on tolerably well. The General thinks no distribution of houses, stores, signalmen, &c., as of any consequence. His exercise of the Government is to be uncontrollable and all to yield to his wishes. The neglect of the offices at home on which he probably relies leaves everything at present undetermined, except what depends on his fiat. This will give you a hint, and as you know the parties, you will judge the rest.

I beg you to recommend my respects to all the gentlemen with you of my acquaintance.

I am, [etc.]

J. Blankett.

CRAIG TO ELPHINSTONE[2]

Castle of Good Hope. 27th April, 1796.

Sir,—By Captain Rubolou who arrived here yesterday I had the honour of your letter of the 25th February with its several enclosures, and as I could only repeat the same words I trust you will

[1] Off St. Helena in June, 1795.

[2] This letter missed Elphinstone, who was on his way to the Cape.

excuse my referring you to the enclosed copy of my answer to the letter which I received upon the same subject from the Governor General and Supreme Council of Bengal.

The same idea of the expediency of Governor Brooke sending here such part of his supernumerary force as he could spare for the service in India, as being the most likely means of getting an opportunity of proceeding there, occurred to me, and I have written to that gentleman accordingly.

The intelligence brought by the Carysfort from his Majesty's Ministers that considerable armaments were fitting out both in the ports of France and Holland, which from their equipment were evidently designed for distant service, and which from a variety of circumstances appeared to be either totally or in part destined to act in the Indian Seas or to make some attempt on this important Settlement, will I make no doubt claim your attention and that you will take such steps thereon as are proper in the general consideration of the important objects committed to your charge. As Commodore Blankett is gone round to Simons Bay I have not yet had it in my power to confer with him upon the subject, but I persuade myself that I shall in the event of an appearance of an enemy experience the same cordial co-operation from him as that which so happily distinguished this expedition on a former occasion.

My letters from his Majesty's Secretary of State give me reason to hope that the regiments destined for this place would sail by the end of February. Much will depend upon the good fortune of their anticipating the arrival of the enemy, who appears not to have left their ports on the 14th of that month.

By several vessels which have lately come from

the Isles of France we have information of their being in very great distress for provisions, bread being served out to them at allowance. This makes the probability of an attempt on this Settlement the greater as it is I believe the only place at which so considerable an armament could expect any adequate supply to enable them even to proceed on other services.

I congratulate you very sincerely on the fortunate issue of the attack on Columbo and have the honour, [etc.]

J. H. Craig.

P.S.—Captain Murray having just sent me word that he wishes to sail immediately I find it to be out of my power to have my letter to the Council of Bengal copied without running the risk of delaying him. I therefore leave the originals open for your perusal and have only to request you will have the goodness to seal and forward them.

A Danish ship is just come in from the Isle of France—27 days' passage—no news of consequence. Three frigates in the harbour lately returned from a cruise without any prizes—one cruising off Madagascar.

The Ann and Eliza from Bengal has not been carried in there.

J. H. C.

BLANKETT TO ELPHINSTONE

America, Simons Bay. [24th][1] May, 1796.

Sir,—The Carysfort arrived here with despatches which I opened to see if any of them had

[1] Elphinstone arrived on 23rd May, and this must have been written just afterward. Blankett had a lazy habit of only partially dating his letters, or leaving them undated.

a reference to this place, but find they alluded to no service but such as was contained in the secret despatch which I had the honour to deliver to you yesterday, and having no reason to expect your arrival here I lost no time to forward the Carysfort in order to join you at Madras.

I will endeavour to mention those circumstances that occur to my recollection, but as I ran them over in a cursory manner, not finding them interesting to the service here, I hope to be excused if I appear not to be sufficiently correct.

One despatch after stating the expectation that might be entertained of an attack here proposed five ships for the defence, but leaving it to you to judge from the nature of circumstances on the spot. One had relation to the officers appointed by you, some of which the Admiralty thought irregular, and would nominate by a new commission, the rest were confirmed. The name of the Star was desired to be changed to that of the Hope, as there was already a ship of that name in the service.

One alluded to a representation you had made of supplying cash for the disbursements of the naval service, which was to be considered of.

Notice was given you that a storeship would be sent out and a victualler with salt provisions. If I remember right, the rest was approbationary of such representations you had made, and several copies of extracts from the American Treaty and Their Lordships directions thereon, which accompanies this letter.

If I can remember anything further that is material for you to know I will have the honour to communicate it in future.

I am, [etc.]

J. Blankett.

ELPHINSTONE TO THE FISCAL[1]

H.M.S. Monarch, Simons Bay. 4th June, 1796.

Sir,—I beg leave to make known to you there is a licensed wine house established at this bay adjacent to the place where boats are sent for water, in consequence of which the seamen are constantly intoxicated and commit the most unwarrantable excesses, abusing the officers ashore and alarming the inhabitants with serious apprehensions for the safety of their persons and property. Last night particularly a party of them occasioned a great alarm, and nine men who are supposed to have put off with a boat have not since been heard of; they were overcome with liquor and are supposed to be drowned.

I must therefore request you will immediately cause the wine house to be removed to a great distance from the landing place, indeed it would be still better were no such house allowed to be kept within the probable reach of the seamen in this bay, who in a state of ebriety commit actions which in their sober moments occasion great regret and contrition and disgrace unworthy of their generous but unguarded inclinations.

I am, [etc.]
G. K. E.

ELPHINSTONE TO CRAIG

H.M.S. Monarch, Simons Bay, Cape of Good Hope.
the 12th June, 1796.

Sir,—When I had the honour to mention to you the enormities committed from the Public

[1] W. S. van Ryneveld.

House at this Bay, and the fatal consequences which had arisen from it, I was in hopes that so melancholy an example might have produced some change for the better, but it is with real sorrow that I feel myself obliged to inform you that the excess and violence increase from day to day and that it is no longer possible to carry on his Majesty's Naval Service at this Bay while so great a nuisance is suffered to remain, as a house licensed to sell spirits and wine within twenty yards of the watering place, the temporary hospital and the public storehouses.

The present press of business has obliged the squadron to have on shore three hundred men every day for the purpose of securing the stores and provisions recently arrived from Europe, and notwithstanding that a Lieutenant and two Midshipmen to every fifty men have actually attended to enforce discipline, it has been impossible from the mixture of ships companies, crews of Indiamen and transports who have been assembled to the amount of many hundreds with soldiers and natives.

On the night before last a boat with fourteen men was overset, who were with great difficulty saved and the boat lost. Lieut. Guion of the Monarch has been severely wounded, Lieutenant Thompson from the Sceptre thrown from the wharf and much hurt. Representations have been made from the Hospital and Storekeeper.

With respect to the utility of the house to those on shore, I presume not to judge, but with respect to those afloat it can be of no advantage as each seaman is allowed daily a pint of wine or half a pint of spirits sufficient for refreshment, and I can with truth assure you that from the number of boats lost and stove, the casks of provisions and

stores which have dropped from the slings, loss of labour &c. I really believe Government have suffered a loss of fifty pounds a day since the arrival of the Sceptre's convoy, and you will do me the honour to recollect that during the five months we laid here before, there was not any such complaint.

I therefore request that you will take this into your consideration and either shut up or remove to a greater distance this ill situated abomination.

I have, [etc.]
G. K. E.

CAPT. TENNENT TO S.N.O., SIMONS BAY

Ship Cronberg, Entrance of False Bay.
18th June, 1796.

Sir,—Having touched here on my way to India at the earnest request of Captain Winthrop, of his Britannic Majesty's sloop Albacore to deliver the enclosed despatch, and knowing it to be of consequence, I lose no time in forwarding it to you by an officer, as the ship is nearly becalmed and may perhaps not fetch Simons Bay this day.

I am, [etc.]
JAS. TENNENT.

P.S.—Should motives of delicacy prevent you (in the absence of the Admiral) opening the despatch, the following are the contents: An American sloop which came into Madeira, the morning of our departure (the 18th April) spoke a Dutch Squadron in the latitude 31° N. bound to India, but going to touch at Teneriffe consisting of four 74, three frigates and a 20-gunship.

CAPTAIN ELPHINSTONE TO ELPHINSTONE

H.M.S. Monarch, Simons Bay. 21st June, 1796.

Sir,—I have the honour to inform you that a line of battleship with a red flag at the mizen [1] is working into this bay and has saluted. The Court Martial is consequently deferred. There is also a Danish ship working into this bay, but too far out to board.

This moment signals are made from the hill for eleven sail.

I have, [etc.]
J. ELPHINSTONE.

Monarch. 21st June, [1796].

Dear Sir,—Our sails are bent and all ready for a start. I propose fishing the mast with the Sceptre's shivered fore top mast which the carpenter thinks will secure it very well. The Danish ship that sailed in April is sailed, and I have never been able to collect other news than by the paper which the Commodore had. I dine with the Commodore to-day, and will collect all he may have heard. The Euphrosyne is heaving down. I shall send your letter to Miss Blair and offer her my services, &c. &c. Howard is *I think* not so easily taken into *the long splice* whatever he may be into the other sort of splice. I rejoice that you allow that you are rather better because I have hopes that you are better than you think.

I wish the Dutch would make their attempt here —they would certainly fail—and our Indiamen will be secure which now I extremely doubt. The post comes in here so late that I cannot answer your

[1] Rear-Admiral Thomas Pringle with flag in Tremendous.

letters without curtailing more than I wish. The Commodore is very tenacious, but he is very zealous and means well. I wish I could say as much for the rest of the junto, who are mostly as bad an assortment as the devil in his anger could have plagued a station with. Jackson writes me you have letters from home—I hope all well. It is very surprising I have no letter from George Hartwell. With great regard and esteem, [etc.]

J. ELPHINSTONE.

BLANKETT TO ELPHINSTONE

21st June, 1796.

Dear Sir,—It gives me pleasure to hear that your health is better, and I should be extremely uneasy if anything I could do should call you here, where I cannot think your presence is so necessary as to risk your more perfect recovery. It shall be as it has always been, my wish to do everything that I could think was your own intention, and I shall be flattered if by supposing a confidence in me I can any way serve to give you satisfaction or to save you the least trouble. All goes well here and I think I can see an end to some follies.

I wish the Dutch may come here. I think they will try to get some information at least of the state of this Colony before they go on. If they come here the business must terminate in our favour. If they go on, India may suffer greatly in their trade. It is not possible yet to determine whether the ships supposed at Teneriffe are part of those first seen to the Northward of Yarmouth on the 28th February going to the general rendezvous, or a separate squadron seen afterwards, supposed

going to Norway, but of this I hope a few days will clear up.

I will give the brig every assistance and your carpenter tells me she may be got forward in about three days.

I have the honour, [etc.]
J. BLANKETT.

Wednesday.[1]

Dear Sir,—I have enclosed you some particulars relative to the Dutch ships, who are gone Northward, and who are certainly those supposed to be destined for these seas. Admiral Hervey was sent off Brest to intercept them and ran through the Channel with a fair wind. I find by one paper that Cornwallis had come back in the Royal Sovereign, having received damage by running down one of the transports in his convoy, and in another paper that he was to be tried at Portsmouth, but without specifying the cause. I therefore conclude it is for not shifting his flag and continuing on in some other ship of his fleet. Lord Howe I find has kissed hands for his appointment as Admiral of the Fleet, and Lord Bridport as Vice Admiral of England. Lord Howe was said to be going to Portsmouth to preside at the Court Martial on Cornwallis, but that I take to be apocryphal. It appears therefore that the Dutch ships have been out more than a month, and whether they were to rendezvous at Brest may be a matter of doubt. I hope we shall get some further intelligence.

Lord Bute who is made a Marquess, seems to

[1] This and the following letter are undated, and I can find no letters of Elphinstone that refer to them, but from internal evidence they appear to have been written between 21st and 30th June, 1796.

have prevailed at the Court of Madrid, who have ordered 26 sail of the line to be disarmed. And the papers speak of some differences between the Governor of East Florida and the Americans. But the papers are of such various dates that there is little connection can be drawn from them.

I beg to be remembered to Mr. Jackson and to assure you of my constant wishes for your health. All goes on here as usual—our weather not the best.

I remain always, [etc.]
J. BLANKETT.

Friday morning.[1]

Dear Sir,—I have the pleasure of your letter, but if you suppose I have any designs on the Cronberg,[2] you must have mistaken me. Law is a bottomless pit and I have no inclination to fathom its depths. There has not been one Dane here that would give so much trouble to act upon as the present, for I believe everyone, in addition to all other circumstances, have broke bulk. But it would be inconsistent and improper while the Admiral's flag is here for me to interfere in regulations of commerce. Every day passes in dinners and songs, the evening in dancing; the latter I have not attended to, as it breaks through my rules, but as the fair ladies dine here to-morrow they may dance if they please till daylight. But to return to your letter, Grotius and Puffendorf

[1] This letter, like the preceding, is endorsed in a strange hand 'Commodore Blankett to Sir G. K. Elphinstone,' but from its easy style I think it must have been addressed to Mr. Jackson, the Admiral's Secretary. It is too good to be omitted, despite the uncertainty of date and addressee.

[2] The Danish ship that arrived on 18th June on her way to the East.

grow old fashioned, like the Balance of Power, and some other opinions. The rights of nations, like the rights of nature, admit of various constructions. Have you forgotten Luke Ryan, and some other rebels who shall be nameless in the American War? Or do you suppose that those who have become denizens of America will submit to a *Jus Gentium*, formed in obscure times, in an obscure corner of the Netherlands? Where did they get their authority; what nations were convoked to give their consent to their scribbling? Depend on it more than one point of Grotius's doctrines will in future be scanned on the principles of common sense. Smith and other political writers have shaken all monopolies, and the spirit of the times, as well as your own government, assists the new doctrine. What else is the language of Mr. Dundas on the India Budget? Or what else the free trade granted to the Americans? Let politicians argue as they please and let them tear down in their speeches the new doctrine, but the filling all places of trust with boys and adventurers, and showing that a country may be governed without wisdom or experience tends much more to loosen the bonds of a regulated society than the speech of a shoemaker over a pot of porter. Your Grotius, Puffendorf, Burlomachi and others are now called the humbuggers of society, and only serve for the grimgrubber of lawyers. The right of prior discovery has been done away by Charles Fox, and had I time I could instance almost every principle, that had been sanctioned by ages, that has been sapped to its inner root.

Our brethren have written me a word, but alas I cannot attend their call. What you say about the lodge is a masonic secret to me as I have no recollection of the circumstance. I have had

either the gout or the cramp in my stomach. I won't quarrel for the distinction, but I rally and endeavour to fight manfully under the banner of health. As to your complaints they are flea bites; until you advance many years your inconveniences are soon remedied. But I fear age is misery, and for that reason I will keep it off as long as I can—*Per fas aut nefas*. Alexander[1] has a long job this time, his enquiry still continues. I think he conducted the last with great propriety.

Adieu,

J. BLANKETT.

ELPHINSTONE TO ADMIRALTY

H.M. Ship Monarch, Simons Bay. 24th June, 1796.

Sir,—I have the honour to inform you that from reports which prevailed at Madras of an expectation that the enemy would concert hostile measures against our forces at the Cape, and being sensible of the value which would be affixed to our retaining possession of that desirable Colony, I resolved to arrange the ships of the squadron under my command for such services as appeared most convenient and eligible, and to proceed myself without loss of time to the Cape.

The Victorious had not returned from Penang, and the Arrogant had proceeded from Colombo in consequence of information received there from the Governor of Bombay, to pursue two French frigates which had attacked the Portuguese Settlement of Diu on the coast of Guzarat, from which however they were repulsed by her most faithful Majesty's forces, and I fear the Arrogant will not have been fortunate enough to effect any success against the

[1] Probably Thomas Alexander of the Hope, late Star.

objects of her pursuit, but Captain Lucas considered it indispensibly requisite to put to sea in consequence of the intelligence received and had not time or opportunity first to communicate with me on its expediency.

In consequence of my resolution to proceed to the Cape, I ordered the Stately, or Victorious in preference if she arrived in time, to proceed with the two sloops Echo and Rattlesnake off the Mauritius to cruise a reasonable time and then to continue their voyage to the Cape, and I left orders for the officer commanding at Madras as soon as a sufficient force should arrive, two ships of the line, or one, and another of fifty guns with two frigates to proceed towards Batavia for the purpose of blockading it and attacking their ships, if practicable, but principally to afford safety to our homeward bound China Trade, which appeared to me of the greatest importance.

The Heroine and Prince of Wales armed transport were to remain on the coast ; the former first to proceed to the Island of Chedubah and then to return, as it was reported the Triton Indiaman had been carried into that island.

In consequence of these arrangements I sailed from Madras in the Monarch, accompanied by the Sphynx, on the 23rd of March, at which time the Victorious, Centurion and Swift were hourly expected from Penang.

On the 23rd of April off the Island of Roderigue we fell in with the Eliza, an American ship from Batavia bound for Amsterdam, laden with Dutch property, as appeared by her Charter Party, the testimony of the Master, William Mariner, and a number of letters and papers which had been thrown overboard on our near approach, but not being weighted for sinking immediately were taken

out of the water by an officer in the Monarch's boat. Enclosed you will receive copies of three letters saved by these means—two from Mr. Overstraaten, formerly Governor of Samarang, but now the Chief of Batavia, and one from Mr. Wiegermann, a principal officer on the Dutch East India Company's establishment at Batavia. From these you will be pleased to perceive there is reason to believe Rear Admiral Rainier has continued his original destination towards Amboyna and the Spice Islands, and is not likely to receive any impediment from the enemy's ships, as I had communicated in my letter to you of the twenty second of February; indeed the navigation of those seas appears to me the greatest risk attendant on the Rear Admiral's undertaking; the information of the combined force in those parts, for which he had certainly put back, appears to have been erroneous, as the Dutch have only two ships of war equipped, which by the Eliza's information were on her departure lying at Batavia. The Medenblick of 36 guns, a frigate, and the Brunswick of 50 guns, one of them a Company's ship fitted out in lieu of the Amazon frigate, which being unfit for service has been disposed of; all their other ships and vessels were hauled up on the land at Batavia under the protection of the guns of their batteries.

Mr. van de Graaf was a passenger on board the Eliza. This gentleman lately Governor of Ceylon had been appointed one of the commissaries for investigating all their Indian settlements and concerns, but was obliged to quit Batavia in consequence of disagreements noticed in Mr. Wiegermann's letter.

The Government of Batavia had sent to the Isles of France for succours. The French were not in a situation to afford them any aid. They

released and embarked all the Dutch prisoners, but could not spare a single soldier off the island.

You will observe that the Republican messengers from Batavia to the Sultan Emperor of Java had been ignominiously received, and the object of their Embassy, equality and fraternity, expressly rejected and despised with threats to those who might again undertake to repeat them.

The Batavian Government is extremely weak and much divided. The Settlement has not more than 2000 white men, one third of whom are sick. I should certainly have proceeded thither had existing circumstances allowed the Governor General of Fort William to have spared a military force adequate to the attempt, and to securing possession on the event of success, which would naturally have been expected without much assistance or hesitation.

The names alluded to in Mr. Wiegermann's letter are: Frikenius,[1] a captain in the Dutch Navy, and a principal commissary, a character well known to his Highness the Prince of Orange, the other, Dekker, is the present Dutch Commodore at Batavia.

I arrived at this Bay on the 23rd of May in the Monarch, and the Sphynx, which I had left off Roderigue to escort the ship Eliza, came in here on the 27th of May; she had been chased on the preceding day by four French frigates nine leagues to the eastward of Cape False, and very narrowly escaped the fate of the Eliza under her convoy, which was retaken by them. These French frigates named in the margin (La Forte, 50 guns, La Vertu, 42 guns, La Seine, 42, La Régénérée, 36) sailed from Rochefort about the 19th March under

[1] Simon Hendrik Frykenius, one of the two Commissaries General referred to at p. 217 above.

the command of General Sersey,[1] a French officer of their old naval establishment, agreeable to the intelligence enclosed, which was obtained from the crew of the captured English whaler the Lord Hawkesbury, run ashore on the 26th May about one hundred and fifty leagues to the eastward of this Bay designedly by two English seamen on board her. General Sersey's orders direct him to cruise off St. Helena and this Colony to intercept our India ships, and those employed in the whale fishery.

The information from the several persons saved from the wreck of the Lord Hawkesbury does not afford a certainty of the present track of the frigates, or I should have despatched some of his Majesty's ships in pursuit of them, and the very tempestuous weather prevailing has also tended to prevent the attempt; but I shall use every endeavour to counteract their designs, and if they remain in these parts I hope to be able to transmit welcome accounts of them.

I must not omit to notice the good conduct of the two British seamen, David Laing and Robert Morrow, by whose contrivance the Lord Hawkesbury was run ashore while Morrow was at the wheel, notwithstanding there were thirteen Frenchmen on board.

I have, [etc.]
G. K. E.

Evan Nepean, Esq.

His Majesty's Ship Monarch,
Simons Bay, Cape of Good Hope.
25th June, 1796.

Sir,—I have the honour to inform you that on my arrival here on the 23rd ultimo in the Monarch

[1] Contre-amiral le Marquis de Sercey.

I found his Majesty's ships named in the margin lying here under the command of Commodore Blankett, by whom I was informed that his Majesty's ship Carysfort arrived here with despatches on the 23rd of April, and sailed to join me at Madras on the first day of May with the letters addressed to me. (America 64, Ruby 64, Princess 26, Hope, late Star, sloop.)

Commodore Blankett communicated to me the intelligence made known to him in Mr. Nepean's letter of the 13th February, 1796, advising of the measures concerting between the combined enemies to despatch eleven Dutch ships of war with others from a French port ; in consequence thereof every preparation has been made for counteracting any hostile designs directed against this Colony, and the squadron has been accordingly, and still continues to be, kept in readiness for expeditiously embracing any opportunity which might offer for its service.

Captain Essington arrived here in the Sceptre on the 28th of May with the Crescent and six transports, and the Georgiana came in on the 25th of May.

By these conveyances, and the perusal of the despatches addressed to General Craig by the Carysfort, I am enabled to form a reasonable conclusion and conjecture on the contents of my despatches by the Carysfort which have proceeded unopened to Madras, and am happy to observe there is no reason to trouble at the approach of an enemy to this place, our force being sufficiently adequate to allow the most satisfactory termination to any attempt the enemy may be induced to make against this Settlement, and I beg your excuse for presuming to notice the well judged reinforcement which has lately been afforded to the military and naval establishment on this station

by the arrival of the Sceptre's convoy, it reflects the highest honour on those who dispatched them, and I hope to be still further strengthened in a short time by the arrival of two ships of the line and two sloops from India.

My Lords Commissioners of the Admiralty have communicated [1] their intention of separating the naval command in India from that on this station, and have been pleased to express their idea of my seeing the propriety of this separation, and observe that the person on the spot will be most competent to judge, but it appears to me that this measure will be productive of great inconvenience and disadvantage to the British interest and defeat the general utility of the naval force in these parts, unless one is kept on each of the stations equal to the enemy. I should therefore feel remiss in my duty and not obedient to Their Lordships' inclination, did I omit offering my sentiments freely on that intention ; yet I acknowledge my reluctance in adopting the indulgence I have been honoured with to express a contrary opinion, though with the greatest submission to Their Lordships' superior information and judgment.

Should the conjoined force of France and Holland design to attempt this Settlement, they will quickly perceive the impracticability of such

[1] Extract from letter from Admiralty dated the 25th February, 1796 :

'Their Lordships have directed me to intimate to you their intention of separating immediately the command of the ships at the Cape of Good Hope and the squadron to be employed in the Indian Seas, and that a commission to you to command at the first mentioned station will be forwarded to you by one of the ships which are to be ordered to join you from hence, not doubting but you will see the propriety of this arrangement when you consider the importance of that settlement and the necessity of employing all your attention in endeavouring to secure to this country that valuable possession.'

an undertaking and will consequently, after watering at the Isle of France, proceed eastward to attack Trincomalee or with a view of becoming masters of the Portuguese Settlement of Goa, an acquisition which would prove highly beneficial to them, and from its consequences and the easy channel of intercourse with the Indian Native Powers might ultimately operate seriously to the ruin of our interests and Settlements in India. Should however these objects escape their attention, or be suspended for future employment, the force would move on to Batavia and rescue that establishment from its present deplorable and wretched situation, parading without opposition the Eastern and Indian Seas, and pursuing other objects of enterprise, the repossession of such places as may have been wrested from their subjection, the general annoyance of our trade, with a variety of other views which would naturally present themselves in those parts for further uninterrupted operations.

In these events, should the British naval force remain attached to this station and the officer in command not be at liberty to depart himself or to detach a force for encountering their designs, our distant Settlements of Prince of Wales Island, Bencoolen, Malacca with other possessions to the eastward, which may have been acquired by Rear Admiral Rainier, would naturally become an easy conquest, being all incapable of substantial defence unless aided by a covering fleet ; and the China trade itself, which I have at all times considered as a most important object for protection, will be totally interrupted.

Under all these circumstances I beg leave to submit to the consideration of my superiors, whether it would not be eligible to unite the naval

commands of this station and the Indian Seas, and to make the Cape the common rendezvous for the superior commander. This was the arrangement I had formed for my proceedings, and had determined to follow the enemy's force as closely as possible with a sufficient number of ships, leaving a strength here for all probable services, to which and the protection of this Bay I consider four ships of the line perfectly adequate, well supported by the land forces from the batteries.

I beg however it may not be considered that motives of emolument have influenced my opinion, although the officer stationed here would lose the Company's gratuity of £3000 per annum; but as the objects of the Expedition entrusted to my conduct have been accomplished my only wish is now to return to Britain, and on the continuance of hostilities to be employed in my former station under the command of Earl Howe.

I have, [etc.]
G. K. ELPHINSTONE.

His Majesty's Ship Monarch, Simons Bay.
25th June, 1796.

Sir,—I have the honour to inform you that on the 25th ultimo his Majesty's ship Sphynx was chased about nine leagues to the Eastward of Cape Falso[1] by four French frigates, who recaptured the American ship Eliza, which I left to be convoyed to the Cape by the Sphynx, being very anxious to proceed to this Bay in the Monarch with all possible despatch in consequence of the arrival of the Sphynx, and the letter from Captain Brisac, a copy of which is enclosed.[2] I directed Commodore Blankett to put to sea with the America, Ruby and

[1] False Cape, now Cape Hangklip, at the eastern extremity of False Bay.

[2] Reporting the circumstances.

Sphynx in pursuit of the French frigates ; but the sudden appearance of several sail in the offing on the same day, which proved to be the Sceptre's convoy, obliged me to counter-order the Commodore's pursuit and to order all the ships to be moored in line and prepared to receive the enemy on the event of the sails seen proving hostile. It appears that these frigates have twelve land officers on board, two commissioners, travelling forges, but no field artillery and about 150 troops in each above the ship's complement, very few seamen.

The enemy have now eight large frigates and two corvettes in these seas besides one frigate at Batavia, and will probably be joined soon by a respectable Dutch force, as it appears by a letter from Captain Winthrop of his Majesty's ship Albacore dated Madeira the 18th April, 1796, and received here by the Cronberg the 18th June, a copy of which is enclosed, that an American ship arrived there on that day, the master of which informed Captain Winthrop that on the 9th of April in the Latitude of 31 he fell in with a Dutch Squadron of four sail of the line, three frigates and a twenty gun ship bound to India. So strong a squadron and such a number of frigates for cruising will require every vigilance and render it necessary to employ an equivalent cruising force of fifty gun ships and stout frigates, should My Lords Commissioners of the Admiralty be pleased to order an additional force of such ships upon this station, in which case they should be continually employed in cruising off the Mauritius attended by whatever escorts of ships of the line that could be spared for that purpose ; this arrangement appears the most certain plan for meeting the enemy's cruisers and covering our Indian Commerce.

The weather has been tempestuous to us,

which must have prevented the French frigates continuing to cruise off this coast. The America and Sceptre were damaged by lightning; the former and the Hope brig drove from their anchorage, and an American brig was lost in this Bay, but as she is easily reparable and could not be put in a condition for sea except by the carpenters and artificers of the Squadron, I have consequently purchased her and commissioned her under the name of the Euphrosyne; she will be extremely useful, measuring one hundred and twenty five tons, and will be immediately employed in navigating from Simons Bay to Table Bay, for which service I have been greatly in want of small sloops, and I hope Their Lordships will be pleased to order three at least with all despatch agreeable to the suggestions in my former letters. It will be indispensably necessary to have them well coppered as the worm is wonderfully destructive in these seas. The expense of land carriage here is immense, the charge of conveying a leager of wine or sixteen bags of bread from one Bay to the other being sixteen Rix dollars, and of all other articles proportionally expensive.

We are greatly at a loss for a Court of Admiralty, and I trust Their Lordships will see the necessity of establishing one here soon, as the want of it creates great delay, and often prevents the seizing of vessels, and that attention to similar occurrences, which is the duty of his Majesty's officers, but who may feel the risk and expense of detention in those cases frequently baffling their efforts to contribute to the British Commerce and interests and particularly those of the Honourable English East India Company. I can with great reason assure you that had there been a Court of Admiralty here prepared to proceed on causes appropriated

to its jurisdiction, I should have been enabled considerably to have purified the Indian Commerce, a great portion of which is now carried on in ships under false foreign colours often commanded by Britons, which are continually arriving here daring and defying the vigilance of justice, and under disguise and deception wresting advantages of legal commerce from the support of British rights to the emolument of contraband and illicit traders; sometimes perhaps conducted by foreigners for the benefit of foreign nations, but too frequently I fear carried on by British Merchants to the destruction of their country's interests.

Commodore Blankett informs me he had sent home a correspondence which passed between him and General Craig respecting the house[1] in Simons Bay formerly the residence of the Dutch Resident charged with their stores. I lived in it at the time of the Capitulation and held my office there, as you must imagine that the cabin of a ship is not convenient nor sufficient for carrying on the Official Department of an extensive command like this. I had this house in my custody, and plans of it were transmitted to England at the departure of General Clarke; yet since my leaving the Cape it has been taken possession of by order of General Craig, and on my arrival here in May I found it appropriated as a Mess for the Military at this Bay, and I was under the necessity of remaining on board the Monarch for three weeks, though exceedingly ill after our long voyage, and as I understand his Majesty has been pleased to signify his approbation of the arrangements made by General Clarke and myself, I request to notice this alteration, because without this house or one similar the Naval Service cannot go on. It served for the Storekeeper's and

[1] This is, I believe, the present Admiralty House.

Master Attendant's residence and office, and I had allotted a part for my own office and accommodation, and I found my health so impaired that I was under the necessity of going ashore, and indeed it was requisite to have a situation for the office and to quit the ship for repairing the poop deck and getting out the main mast, which is very badly sprung, so that I am now unavoidably at Cape Town twenty two miles distant from the Fleet, but I find the distance very inconvenient and detrimental to the Service.

I am sorry to be informed My Lords Commissioners of the Admiralty have refused to confirm Mr. Alexander Farquhar in his situation of Naval Storekeeper at the Cape, as the Service would be extremely impeded and at a great loss should Mr. Farquhar relinquish this uncertain appointment. I therefore beg leave to recommend him to Their Lordships notice, and also the Master Attendant, Mr. Donald Trail, both very active, attentive and able in their respective departments.

Commodore Blankett informs me that there was a letter by the Carysfort addressed to me signifying Their Lordships direction for me to discontinue corresponding with the Right Honourable Secretary of State,[1] but not having received this order, and being uninformed of the particulars, I have judged it most expedient to address both departments as hitherto, until Their Lordships commands are received or those of the Secretary of State.

I have, [etc.]
G. K. E.

[1] Admiralty Order of 14th February, 1796, stating that Dundas would, in consequence of the capture of the Cape and Ceylon, have no need to communicate 'any further commands from His Majesty,' and that Elphinstone was in future 'to follow all such orders and directions as you may receive from us for your further proceedings.'

ELPHINSTONE TO BLANKETT

Cape Town, the 26th June, 1796

Sir,—By the General Small cutter just arrived, I am informed by the Secretary to the Admiralty that his Majesty's ship Jupiter with the outward bound East India ships and the troops bound to the Settlements in India and the Cape of Good Hope sailed from Spithead on the 12th April and would be followed by two ships of the line in the course of the ensuing week to that date.

You will therefore be pleased to proceed to sea without a moment's loss of time, taking the ships named in the margin with you and cruise off this Settlement one week, then return with the said ships to the anchorage in Simons Bay. (America, Ruby, Crescent, Sphynx.)

The object of your cruise will be to afford protection to the ships and convoy expected from England from any accident which may be guarded against in consequence of the late intelligence received of the Dutch Force seen in Lat. 31 and the repeated accounts received of plans of operations concerted by the enemy against this Settlement and our interests in the East.

Should you meet any ships bound to the Isles of France with provision or warlike stores, you are to seize them and send them into port, in consequence of my proclamation, under whatsoever flag they may appear.

I am, [etc.]
G. K. E.

ELPHINSTONE TO [LORD SPENCER]

Cape of Good Hope. 10th July, 1796.

My Lord,—I consider myself as fortunate in having anticipated your Lordship's wishes by returning to this place where I had the honour to receive your obliging letters of December, January and March 5th, for all of which I beg to offer my hearty thanks, particularly to confirming my appointments.

The arrival of the Sceptre and the convoy puts this Colony in my opinion, both in a naval and military view, beyond insult by any force our enemies can send out ; and however much I may despise the inhabitants as soldiers, as men the bulk of them are too much attached to their interest to wish for a change, and I have ever found it the practice in small societies to speak ill of others to enhance their own merits.

I have stated in my public letter reason why in my opinion inconveniences would arise to service by dividing it from that of India entirely so long as the war continues—that of this place would sink into the state of a guardship. I am happy I had promoted Captains Lambert and Rainier as Their Lordships had done so. As it was a death vacancy I considered it in my gift.

Captain Ekins passed on in the Carysfort—he may depend on my best offices, if ever we meet. Lieutenant Bartholomew I have taken on board the Monarch. Mr. Hodge I had promoted before I had the honour of your Lordship's recommendation, as indeed was my uniform practice to advance in turn all who had served the stated time—and if I am irregular on this point in future, it is because there are none in the Squadron who have served

or passed. I have put Mr. Halliday into a fine brig, which I bought cheap and will pay her price in three months. Mr. H. had little time and I must trust him to *his friends*. He is a very clever young man and useful in surveying the coast.

I beg your Lordship's notice of a correspondence between General Craig and Captain Blankett respecting the Storekeeper's house at False Bay and with myself on the subject of a slaughter house. I am determined not to dispute. Let the Ministers settle things as they see fit. The safety of this place must depend on the Fleet and at the present moment we are rather held in too dependent a state. God knows there are conveniences enough for as many more of us. The storehouses are very elegant and expensive to keep up. I request your Lordship's consideration of these points to avoid future differences.

I am extremely obliged by the confirmation of Mr. Adam's commission. He is in the Victorious —a very promising officer, and I understood he has enclosed his passing certificate to his Agent.

All the information brought by General Small cutter had been sent by various conveyances to the East before the cutter came here, some in cypher and some at large.

I am most anxious for the arrival of the Jupiter's convoy, as the Dutch Fleet were at Teneriffe on the 19th April and was past Madeira on the 27th steering S.W.b.S.[1] I have out ships looking for them. Of salt meat we have now enough and of stores a reasonable supply. The purchases I have made

[1] This fleet was at Grand Canary from 13 April to 17 May. Madeira being much north of Tenerife he presumably means 27 March.

have not, in general, exceeded the Navy Board price including freight.

I have, [etc.]
G. K. E.

P.S.—I had the honour to write by the Enterprize merchant ship a few days ago.

ELPHINSTONE TO ADMIRAL PRINGLE

Cape Town. 26th July, 1796.

Dear Pringle,—A report that two Transports are missing alarms me, why *had I* no report [from] the Captain of Jupiter. Let me beg you will direct officers to be more particular in that essential duty, also from the Lady Shore. If these ships are really missing, send out the ships ordered in my last instantly. I hope you are better, if you have any news or papers send me all. I have not got one word as to how things stand in Europe. Pray let me have all the particulars of the Lady Shore, fit the America only for a passage home and get her ready. I am much and ever

Yours,
G. K. E.

Ah ! my bad stomach and head. Communicate your signal for the Trident to the Monarch when you leave the Bay.

ELPHINSTONE TO ADMIRALTY

H.M.S. Monarch, Simons Bay, Cape of Good Hope.
30th July, 1796.

Sir,—I have the honour to inform you that the accumulated military and naval strength already

arrived at this Colony and the augmentation daily expected have induced Major General Craig, commanding the troops, and myself to turn our attention to some object wherein the force may be employed advantageously.

Upon this consideration the Isles of Mauritius offer themselves as most conveniently situated for our operation, and the Major General having expressed his ability to furnish 5000 men for the purpose with every other requisite appendage and the necessary implements, I consequently determined in concert with the Major General that no time should be lost in preparing to undertake an attack against those French Isles, and every exertion is now making for this desirable attempt, and I hope little doubt is to be entertained for success should it be put in execution.

The Mauritius is the only place in these parts in the possession of the French, its present utility to them is therefore considerable and affords every refuge and shelter to their cruisers in these seas, by which the British Commerce is greatly annoyed. Upon these grounds the subduction of it becomes an important value to his Majesty's service, but whether the retaining it in the British possession on the event of success will be deemed indispensable I am not enabled to determine and must submit that point to the consideration or representation of My Lords Commissioners of the Admiralty, whose commands you will be pleased to communicate by the earliest opportunity.

But although this proceeding has been thought advisable and engages my most sanguine wishes, I have counselled with the Major General on the indispensable duty incumbent on us to suffer no dazzling expectation of conquest to relax our using every endeavour for the certain security of

our possession obtained upon this Colony, to which every other consideration must yield, and nothing be attempted which could probably afford a distant hazard of its being attacked by the enemy. With this view the assault against Mauritius now meditated is to be subject to our being able to leave an ample garrison here, and at least four ships of the line. The latter will be in my power on the arrival of the Trident, and the ships from India, and the Major General expresses his ability to leave the requisite military force and still to have a strength of 5000 men for the Mauritius, without any inconvenience resulting from their being employed as proposed, although a temporary delay will arise to their proceeding to India as destined. This however is a circumstance totally dependent upon and appertaining to the Major General's Department and official information. It is also agreed not to proceed against the Mauritius until some accounts are received of the Dutch Naval force which from information obtained by Captain Brisac, a passenger in the ship Lady Shore captured by the Moineau, I reported to be gone to Mauritius for the purpose of concerting measures with the French against this Colony.

Their Lordships will be pleased to observe that we have not yet ultimately decided upon our proceeding against the French Isles, and that our plans are at present only directed to a preparation in order to be ready should expected arrivals and events prove it expedient. We have written to the Governor of St. Helena for all the aid he can bestow on the expedition in men or otherwise, and transports will be despatched to that Island immediately, to return with such assistance as the Governor may be able to spare ; his zealous exertions are so universally known and have been so well experienced

already by us in the expedition against this Colony that every reliance may be placed on his strenuous support.

It will be impossible to proceed before the beginning of September, and should the intention be necessarily delayed after that time a material circumstance will occur for consideration, the great expense which will be occasioned by the detention of the Company's ships and transports, which will be considerably increased by the loss of a season.

I beg however you will be pleased to assure My Lords Commissioners of the Admiralty of my zealous inclination and effort to render every practicable benefit and advantage to the British interests, and no opportunity shall be neglected to embrace every possible occasion which shall offer a desirable undertaking for so important a duty, and it will be superfluous to add my reliance on the zealous spirit and military talents and experience of Major General Craig, whose cordial co-operation with the officers of his Majesty's Naval forces are entitled to our sincere acknowledgments.

I have, [etc.]
G. K. E.

Monarch, Table Bay, Cape of Good Hope.
3rd August, 1796.

Sir,—I have the honour to inform you that Rear Admiral Pringle in his Majesty's ship Tremendous arrived here on the 21st ultimo, and on the same day also came in his Majesty's ship Jupiter with all the ships of the convoy, except the Taunton Castle, which parted company so negligently that it is surmised to have been intentional, and I therefore have enclosed extract of a letter from Captain Losack of the Jupiter

with an extract from her Journal. I am farther to communicate the arrival on the 21st ultimo of his Majesty's ship Moselle commanded by Captain Brisbane from Madeira, originally from the Mediterranean, and I must beg leave to offer my acknowledgment to the zeal, perseverance and good intention of Captain Brisbane, who pushed with all expedition for this Colony to inform me that prior to making Madeira he fell in with a Dutch Fleet of four ships of the line, three frigates and a large sloop, all apparently steering a course for the East; the Moselle had not a week's provision on board on her arrival.

The Lady Shore belonging to the East India Company returned here on the 21st July having been captured and pillaged and afterwards released by the French ship Moineau a few leagues to the westward of this Bay. On board the Moineau are two Representatives of the French National Convention, Messrs. Baco & Burnell, and their Adjutant General Mr. de la Mer. The Moineau was under great despatch for Europe, and I am informed by Captain Brisac, who was passenger in the Lady Shore, that these Representatives could not obtain permission to land,[1] in consequence of their Embassy to publish their edict for the emancipation of slaves, which the inhabitants are determined to resist.

His Majesty's ship Trident arrived here this day with three ships, but the principal part of her convoy departed on the 31st July for India without touching here.

I have received your several letters by the forementioned conveyances, and shall pay due obedience to the commands they communicate. The Trident shall have the preference of being

[1] In Mauritius.

detached home, if a ship of that class shall be so required.

The America will sail to-morrow for St. Helena, to proceed from thence for England on the 25th August with the India Company's ships and Southern Whalers agreeably to Their Lordships' commands.

I have directed Rear Admiral Rainier to appoint Mr. Forbes, midshipman of the Suffolk, as Lieutenant in one of the vacancies on board the ships, which cannot by the rules of the Board be confirmed.

I am also to acknowledge the receipt of your letter of the 9th April with extract of a letter from Captain Stopford enclosing sundry papers relative to the Isle of France, and of Their Lordships' order to detain such neutral ships as are fairly presumed to be in the employment of carrying the cargoes of the enemy, and likewise the order directing me to follow Their Lordships' orders for my further proceedings in consequence of which I shall discontinue corresponding with the Right Honourable Secretary of State.

By this conveyance you will receive duplicates of all my latter correspondence, the originals of which were necessarily thrown overboard from the Lady Shore on her being captured as I have before related.

I have, [etc.]
G. K. E.

ELPHINSTONE TO GOVERNOR BROOKE

H.M. Ship Monarch, Simons Bay, Cape of Good Hope.
4th August, 1796.

Sir,—I had the honour of addressing you some days since by the Company's hired ship the Lady

Shore, informing you of our intention to send immediately two transports to St. Helena, requesting you to assist us with all the men and military appendage you could spare in support of an expedition intended against the Mauritius ; but unfortunately the Lady Shore was captured and pillaged, and then liberated by the French ship Moineau and returned here on the 21st of July.

I have sent you this by the Echo transport to inform you that I shall proceed to sea to-morrow with the squadron under my command in quest of a fleet seen lately off Saldanha Bay, which I conclude to be Dutch, and I am under the necessity of detaining his Majesty's ship America, which I had ordered to proceed to St. Helena for the purpose of sailing from thence on the 25th August with the India Company's ships under her convoy to England ; but as this detention is indispensable I must also request you will stop and detain all the homeward bound Company's ships, as it would be extremely hazardous for them to undertake a voyage without convoy at present.

I shall proceed to sea immediately, and shall despatch proper convoy to St. Helena for the purpose of protecting the Company's ships to Europe, as soon as circumstances shall point out the expediency of it, which I expect to perform in less than seven days from this date.

I have, [etc.]
G. K. E.

ELPHINSTONE TO CRAIG

Simons Bay. 13th August, 1796. 2 P.M.

Dear General,—I received all your letters at last. How unfortunate nothing reached me at

sea. A series of the most wretched weather has disabled most of the ships and detains me here with a wind favourable for the enemy's departure from the other bay; if, however, I am ever to be in luck, you know marine affairs will not admit of delay, I shall begin directly, unless their position requires more caution than I expect, but I fear the first information they will get from Mr. Van Reenen's man will induce them to depart. I thank you for the detail of your proceedings, and as far as I can judge do not see they could be better imagined. The Tremendous is in a dangerous situation, and the Trident beat upon a rock in the middle of the bay, the Crescent run wantonly on shore, as did the Commodore on board this ship at sea in a gale of wind. May better luck attend us is the true wish of

truly yours, [etc.]
G. K. E.

ELPHINSTONE TO ADMIRAL LUCAS

H.B.M.S. Monarch, Saldanha Bay,
16th August, 1796.

Sir,—It is unnecessary for me to detail the force I have the honour to command because it is in your view and speaks for itself; but it is for you to consider the efficacy of a resistance with the force under your command.

Humanity is an incumbent duty on all men, therefore to spare an effusion of human blood, I request a surrender of the ships under your command, otherwise it will be my duty to embrace the earliest moment of making a serious attack

upon them, the issue of which is not difficult for you to guess.

I have the honour to be with great respect,
Sir,
Your most obedient humble Servant,
GEO. KEITH ELPHINSTONE,
Vice Admiral of the Blue and Commander in Chief of His Britannic Majesty's Ships and Vessels in the Indian Seas, &c., &c.

To His Excellency the Admiral or Officer Commanding the Ships of the United States now Lying in Saldanha Bay.

H.B.M.S. Monarch, Saldanha Bay.
16th August, 1796.

Sir,—I am this instant honoured with your verbal answer to my letter of this date and delivered to me by Lieutenant Coffin of the Monarch ; if I understand him right, it is, that a Flag of Truce subsists between your Excellency on the part of the States General and myself on behalf of his Britannic Majesty, and as was demonstrated by my displaying a Flag of Truce before I despatched the first letter delivered to you by Lieut. Coffin, and which Truce is to continue until daylight in the morning ; it is therefore my duty to require a positive assurance that no damage shall be done to any of the ships or vessels of war public stores or effects, that may be placed under your command, otherwise I shall not consider myself in duty bound to restrain an immediate attack, or to treat such prisoners as may fall into my hands in a manner suitable to my

general inclinations, or his Majesty's orders on similar cases.

I have, [etc.]
G. K. ELPHINSTONE.

To His Excellency the Rear-Admiral Commander in Chief of the Ships of the United States in Saldanha Bay.

ADMIRAL LUCAS TO ELPHINSTONE

Au bord du Dortrecht, le 16 Août, 1796.

Excellence,—Les deux lettres qui me sont remises par votre officier à faute d'interpréte nous ont pris beaucoup de tems a les traduire.

Votre Excellence peut être assurée de recevoir demain matin une réponse positive, et que pendent ce tems la, il ne sera fait aucun domage quelconque aux Vaisseaux de ma Flotte, ce que je vous promets en homme d'honeur.

Ce tems m'est necessaire pour faire venir aupres de moi les Capitaines des Fregates detachés au fond de la Baye pour former le Conseil de Guerre, qui je suis oblige d'assemble pour ma responsabilité.

J'ai l'honeur d'etre avec consideration
de votre Excellence
Tres humble Serviteur,
ENGELBERTUS LUCAS.

A Son Excellence l'Amiral George Keith Elphinstone Commandant en Chef de la Flotte de sa Majesté Britannique.

ELPHINSTONE TO ADMIRAL LUCAS

His Britannic Majesty's ship Monarch, Saldanha Bay.
17th August, 1796.

Sir,—I have had the honour to receive your letter with the proposals of Capitulation, and

I have now the honour to enclose you my answers thereunto, which I hope will be acceptable; I have mentioned to Captain Clarisse my inclination to accommodate your Excellency, and the other officers inclined to return to Europe upon their parole, with the Maria Storeship, or in British vessels, of which there are many at the Cape, but any of the public armed ships I dare not presume to permit to depart.

Your Excellency may rest assured of every good office within my reach. Should the enclosed Articles not meet with your approbation, you will be pleased to order the Flag of Truce to be hauled down, as a signal that either party may commence hostilities.

I have, [etc.]
G. K. E.

ARTICLES OF CAPITULATION AGREED UPON IN SALDANHA BAY THIS 17TH OF AUGUST, 1796, BETWEEN HIS EXCELLENCY REAR ADMIRAL ENGELBERTUS LUCAS, COMMANDER IN CHIEF OF THE SQUADRON OF SHIPS OF THE UNITED STATES, NOW LYING IN SALDANHA BAY, AND THE HONBLE. SIR GEORGE KEITH ELPHINSTONE, KNIGHT OF THE MOST HONOURABLE AND MILITARY ORDER OF THE BATH, VICE ADMIRAL OF THE BLUE AND COMMANDER IN CHIEF OF HIS BRITANNICK MAJESTY'S SHIPS AND VESSELS IN THE INDIAN SEAS, AT THE CAPE OF GOOD HOPE, AND OF THOSE LYING IN SALDANHA BAY.

(*Translation*)

	1*st*
Proposed	*Answer*
Rear Admiral Lucas will deliver up to Vice Admiral Elphinstone the Squadron under his command upon conditions of the capitulation underwritten.	The Vice Admiral is actuated by principles of humanity, to prevent the effusion of human blood, and considers the surrender of the Dutch Squadron as a matter of necessity, and not of choice.

2nd

Proposed	*Answer*
The British Admiral shall appoint two ships as cartels the Frigates the Brave and Sireene, in which the Rear Admiral his officers, and midshipmen, and ships crews shall be permitted to proceed without hindrance to Holland, and the officers shall keep their side arms.	Inadmissible, by reason that the cartel ships sent from Toulon and various other places under similar circumstances have been detained, and their crews imprisoned, contrary to the laws and usage of war and the general good faith of nations; but officers becoming prisoners shall be allowed to keep and wear their swords and side arms, so long as they behave with becoming propriety, and shall be treated with the respect due to their ranks.

3rd

The Dutch Admiral, his officers and crew shall retain their private property without being searched, and the remainder of the crew who cannot be received on board the two frigates are to be sent to Holland in such manner as the British Admiral shall judge proper.	Private property of every denomination must be secured to the proprietors to the fullest extent, in consequence of British Acts of Parliament and His Britannic Majesty's positive orders as well as from the general known disposition of British Officers to treat with the utmost liberality those who become their prisoners.

4th

They shall be provided with such quantities of provision as may be necessary for those who embark on board the two frigates, and to be so provided from the Dutch ships.	Answered by Article No. 6.

5th

Proposed	*Answer*
These cartel ships on their arrival in Holland shall be sent to England, and there delivered to His Britannic Majesty.	Already answered by Article No. 2.

6th

The crew shall be permitted to go on shore for refreshment after their long voyage.	This must depend on the Major General commanding the troops ashore, but the Commander in Chief will use his utmost exertions to render the situation of every individual as comfortable as possible, as to victualling, lodging, and every accommodation, either on board or on shore as can be procured or reasonably expected, and he will dispose of such as become prisoners as similarly to their inclinations as his duty to his Sovereign and the interests of his country will admit. The sick shall be received into His Majesty's Hospitals, and taken care of equally with the British sick. It is furthermore the Commander in Chief's duty and inclination to send such to Europe as become prisoners by the most speedy and convenient conveyances.

7th

Proposed	*Answer*
The National Flags of Batavia shall continue to be displayed on the Dutch ships so long as their crews remain on board.	The Batavian Colours must be struck so soon as the ships are taken possession of by His Britannic Majesty's officers.

(L.S.) G. K. Elphinstone.
Engelbertus Lucas.

John Jackson, Secretary to the British Commander in Chief.
Clemens Benedictus, Secretary to the Commander in Chief of the Dutch Squadron.

A true translation of the Dutch part and copy of the part in English.

John Jackson.

ADMIRAL LUCAS TO ELPHINSTONE

(*Contemporary Translation*)

On board the Batavian ship Dortrecht at anchor in Saldanha Bay the 17th August, 1796, 2d year of the Batavian Liberty.

Sir,—Since the fortune of war and the superiority of your force have obliged me to accept the Articles of Capitulation, in the meantime I trust your Excellency will give such orders as may effectively ensure our personal property to us, as in other respects we are sufficiently undone.

I request in the next place that you may take possession of the ships, the sooner the better, as otherwise I can no longer be responsible for the behaviour of a parcel of people, to whom more than to the great superiority of your ships I must

ascribe the necessity of our reddition ; for of this your Excellency may rest assured, that if they had been in order I should have tried the fate of war.

I farther hope your Excellency will be pleased to give directions that I (being feeble of constitution) together with my young son and the Captains and other Officers with their children may remain in the enjoyment of their respective berths in the ships, until your Excellency allows us permission to recruit our strength on shore.

I have, [etc.]

ENGELBERTUS LUCAS.

ELPHINSTONE TO ADMIRAL LUCAS

His Britannic Majesty's ship Monarch, Saldanha Bay, the 17th of August, 1796.

Sir,—I have only to return you my thanks for your Excellency's letter, which reflects real honour on the author, and to assure you that your request and the request of your Captains shall be considered as orders to me in every instance so far as my duty will permit. I therefore request that your Excellency will inform me wherein I can be useful, because in being so I shall experience the most satisfactory moments of my life.

I have [the honour,] etc.

G. K. E.

ELPHINSTONE TO CRAIG

[17th August, 1796.]

Dear General,—After a negotiation of some length the Batavian Admiral has delivered up the

squadron. I shall send you the particulars so soon as the vile weather will permit, and the evil health which persecutes me. I have had much vexation and anxiety of late. I long to see you. There are articles of conveniency depending on you as you will observe, such as a prison room, hospital, parole &c., wherein you will help me out, but above all with your advice on *some heads* for they are but *Richarie*[1] with a French force. Therefore I wish I was like you able to be at the Cape here and Simons Bay at nearly the moment.

I am, [etc.]
G. K. E.

ELPHINSTONE TO RAINIER

[? 18th August, 1796. Not dated.]

Sir,—I have the honour to enclose a list of the Dutch ships which surrendered to the detachment of the squadron under my command on the 17th instant in Saldanha Bay, where they were lying at anchor, and had remained so from the 6th of August, on which day I had put to sea with the detachment and stood at southward and west course from Simons Bay ; imagining, from information received, that the ships at that time only seen in the offing, had taken that route. I returned however from this cruise on the 12th and on anchoring was surprised with the intelligence that the ships had put into Saldanha Bay on the same day that I had sailed, the 6th, and were remaining in the bay by the last advice.

I lost not a moment in repairing to their anchorage, but was considerably delayed by

[1] *Sic.* Perhaps it is an allusion to Rear Admiral de Richery, then in Cadiz, but I do not see the point.

tempestuous weather. On the 16th however I anchored in Saldanha Bay within shot of the enemy, and perceiving their numbers inadequate to contend with the force under my command, I sent in a Flag of Truce summoning a surrender which was acceded to on the 17th ; the terms are enclosed to Sir John Shore with a request that he will transmit you a copy.

You will also receive herewith a list of the fleet under my command, including all the Dutch ships, having judged it expedient immediately to commission the whole, and I hope soon to be enabled to send you one ship of the line and a frigate. At present however it will be requisite to retain a strong force, as there is good reason at least to conjecture that the enemy have undertaken a powerful expedition against this Settlement ; but with the strength now at command I apprehend no risk or danger from their attempt.

I have transmitted a Commission appointing John Sprat Rainier Esqr., now Commander of the Swift, to be Captain of the Dortrecht, and he will be pleased to join that ship with all expedition. In the meantime Captain John Gardner of the Rattlesnake will act. I have also transmitted a Commission appointing Lieutenant Charles Adam to be Commander of the Swift vice Captain Rainier.

I shall endeavour to keep a proper force cruising off Mauritius ; that Island therefore need not occupy your attention nor diminish the force under your orders, which you will be pleased to employ otherwise as usefully as possible.

To Peter Rainier, Esq.,
Rear-Admiral of the Blue, etc., etc.

ELPHINSTONE TO GOVERNOR BROOKE

H.M.S. Monarch, Saldanha Bay,
the 19th August, 1796.

Sir,—I have great pleasure in communicating to you that on the 17th instant a squadron of Dutch ships in this bay under the command of Rear Admiral Engelbertus Lucas surrendered to the detachment under my command without any injury on either part.

Dutch Squadron :	Ships of 64 guns . .	2
	do. 54 ,, . .	1
	Frigates 36 guns . .	2
	do. 24 ,, .	2
	Sloop. . . .	1
	Storeship . . .	1

The subject upon which I had the honour of addressing you respecting the Mauritius will not at present be put in execution. I must therefore request you will not send me any troops as requested in my letter, excepting those you wish to forward to India ; they may if you judge proper be conveyed hither in the Echo, by which means they will be more likely to reach India with expedition.

The military force expected here, and which the Major General had intended to allot to the Mauritius expedition, are part gone on without touching at the Cape, and part detained in England on account of the smallpox having prevailed in one of the regiments about the period they were ordered to embark.

I have, [etc.]
G. K. E.

ELPHINSTONE TO ADMIRAL LUCAS

H.M.S. Monarch, Saldanha Bay,
the 19th August, 1796.

Sir,—I have been credibly informed there are military chests with money on board the squadron late under your command. I am therefore obliged in duty to make the same known to you with a desire that you would be pleased to deliver them up to me immediately, being public property, as I should be extremely sorry to feel myself under the unpleasant necessity of having cause to order any search on the private effects of the officers or other persons late belonging to your squadron.

I have, [etc.]
G. K. E.

ELPHINSTONE TO ADMIRALTY

His Majesty's ship Monarch, Saldanha Bay,
19th August, 1796.

Sir,—I have the honour to enclose a list of a Dutch squadron under the command of Rear Admiral Engelbertus Lucas, sent hither for the reduction of this Colony, but which were compelled to surrender by Capitulation on the 17th instant, to the detachment of his Majesty's ships under my command named in the margin, on the terms also enclosed.

For further particulars, I beg leave to refer you to the accompanying detail of the proceedings of the squadron from the 4th to the 18th instant, and I hope the Lords Commissioners of the Admiralty will approve the measures I have taken as essential to the British commercial interests in the East.

The ships are all coppered and in good condition excepting the Castor's rudder which is defective.

In justice to the officers and men I have the honour to command, it is my duty to observe, that in consequence of the most violent tempestuous weather I ever beheld, and the very unpleasant situations in which the squadron was at times placed, they cheerfully and much to their credit underwent a degree of fatigue hardly credible.

Captain Aylmer will have the honour of presenting these despatches. I beg leave to mention him to their Lordships as a respectable gentleman and an active officer.

I have, [etc.]
G. K. E.

A list of ships late belonging to the United States, under the command of His Excellency Rear Admiral Engelbertus Lucas, which surrendered on the 17th August, 1796, to a detachment of the squadron of his Majesty's ships under the command of the Honble. Sir George Keith Elphinstone, K.B., in Saldanha Bay.

Names of the		Guns.	Men and Troops.
Ships.	Commanders.		
Dordrecht	Rear-Admiral Lucas	66	370
Revolution	Captain Rhynebende	66	400
Admiral Tromp	,, Valkenburg	54	280
Castor	,, Clarisse	44	240
Brave	,, Zoetmans	40	234
Bellona	,, Valk	28	130
Sireene	,, De Cerf	26	130
Havik	,, Bezemer	18	76
Maria, Storeship	...	...	112
	Total...	342	1972

Memo.—Many of the guns are brass, besides which they are well furnished with cannonades. They have four field pieces of land artillery on board. The troops are under the command of the Rear Admiral. Lieutenant Colonel Henri is Adjutant General, and Monsieur Grandcourt Commandant of Artillery.

Monarch, Saldanha Bay, 19th August, 1796.

G. K. ELPHINSTONE.

List of his Majesty's ships of the detachment of the squadron under the command of the Honble. Sir George Keith Elphinstone, K.B., to which the Dutch ships surrendered in Saldanha Bay on the 17th of August, 1796.

Monarch . .	Captain	John Elphinstone. Vice Admiral the Honble. Sir G. K. Elphinstone Com. in Chief.
Tremendous .	,,	John Aylmer. Rear Admiral Pringle.
America . .	,,	John Blankett.
Stately . .	,,	Billy Douglas.
Ruby . . .	,,	Jacob Waller.
Sceptre . .	,,	William Essington.
Trident . .	,,	Edward Oliver Osborne.
Jupiter . .	,,	George Losack.
Crescent . .	,,	Edward Buller.
Sphynx . .	,,	Andrew Tod.
Moselle . .	,,	James Brisbane.
Rattlesnake, Sloop	,,	Edward Rammage.
Echo, Sloop. .	,,	John Turnor.
Hope, Brig . .	,,	Thomas Alexander.

Saldanha Bay, 19th August, 1796.

G. K. ELPHINSTONE.

His Majesty's Ship Monarch,
Saldanha Bay, Cape of Good Hope,
the 19th August, 1796.

Sir,—I have the honour to inform you that intelligence was received at Cape Town on the

3rd instant of a number of ships having been seen in the offing at Saldanha Bay, which was confirmed on the 5th ; in consequence of this every preparation was made for putting to sea immediately with the Squadron under my command, but from the Monarch's main mast being out and the tempestuous weather, I was not able to quit the anchorage in Simons Bay until the 6th, when we proceeded to sea.

On getting under weigh an officer from the shore came on board to inform me that a number of sails had been seen the preceding night in the offing near False Bay, I then resolved to steer to the Southward and West, in expectation of their having taken that course.

The Squadron continued cruising in the most tempestuous weather I have ever experienced, which damaged many of the ships, and at one time the Ruby had five feet water in her hold. We were joined at sea by his Majesty's ship Stately, Rattlesnake and Echo sloops. On the 12th I returned with a fresh breeze blowing from the South East, and upon anchoring in Simons Bay the Master Attendant came off with information that the ships seen, consisting of nine sail, had put into Saldanha Bay on the 6th, the same day on which I had proceeded to sea, that they remained there by the last advice, and that four ships had been despatched in quest of me to communicate this welcome intelligence.

I immediately made the signal to sail, but the Crescent had got ashore, the wind blew strong, and increased on the following day to a perfect tempest, in which the Tremendous parted two cables, drove, and was in great danger of being lost, so that notwithstanding every exertion and the most anxious moments of my life, we could not get out until the 15th.

On the 16th the Squadron arrived off Saldanha Bay at sunset, and the Crescent, which had been ordered ahead to discover information and to report, made the signal for the enemy consisting of three ships of the line, three frigates, and other ships being moored in the Bay.

The Squadron stood on into the Bay in the order of sailing, but night coming on and the rear being too extended for action, I judged it expedient to come to an anchor within shot of the enemy's ships, and perceiving their numbers very inconsiderable in comparison with the force under my command, I considered it my duty and an incumbent act of humanity to address the Dutch Officer in command, and consequently forwarded the letter to him, of which the enclosure No. 3 is a copy, by Lieutenant Coffin of the Monarch with a Flag of Truce, to this I received a verbal return that a positive reply should be sent in the morning at day break; I was fearful the enemy might attempt to injure the ships, and therefore ordered Lieutenant Coffin to return immediately with my letter No. 4, to which he brought back the reply No. 5.

On the 17th at nine in the morning a Dutch Officer came on board with a Flag and presented proposals of terms for Capitulation which you will observe in the correspondence with my remarks and definitive letter, and at 5 p.m. the terms contained in the enclosed copy were ultimately agreed upon, but it was impossible to take possession of the ships until the 18th on account of the stormy weather.

It affords me the highest satisfaction therefore to communicate to My Lords Commissioners of the Admiralty, that a Squadron of ships belonging to the United States under the command of His

Excellency Rear Admiral Engelbertus Lucas, has surrendered to the British force under my command, consisting of three ships of the line, two fine frigates, two of twenty-eight guns and a sloop of eighteen guns, all completely coppered, stored and victualled, together with a large ladened storeship, the names of which are described in the enclosure No. 6, and the British ships to whom they are prizes on the enclosure No. 7.

The consequent joy of this fortunate event is much augmented from the consolatory reflection on its accomplishment without effusion of human blood, or injury to either of the enemy's or the British ships, not a single shot having been fired.

I must however beg leave to observe that any resistance on the part of the enemy could only have occasioned the wanton sacrifice of a few lives, and I doubt not that had their numbers been adequate to contention, their conduct would have confirmed the acknowledged merit at all times recorded to the martial spirit of subjects of the United States, and I can with similar confidence assure you that the officers and men under my command would have exhibited a conduct equally creditable to themselves.

The respected advices communicated in your letters, respecting the enemy's forces destined to this quarter, agreed so correctly with the intelligence I obtained by other means, that I have long been expecting this arrival, and was thereby enabled to be perfectly prepared to receive them, and constantly to keep a vigilant look out.

I have, [etc.]

G. K. E.

ELPHINSTONE TO GOVERNOR OF BENGAL

H.M.S. Monarch, Saldanha Bay. 22nd August, 1796.

Honble. Sir,—I have the honour to acquaint you that on the 17th instant a squadron of Dutch ships lying in Saldanha Bay surrendered to the detachment of the squadron under my command, on the terms described in the enclosure, copy of which I request you will be pleased to transmit to the Admiral or officer in command of the naval forces on the Indian Station, and also to the Governors of the Honourable Company's Presidencies.

This fortunate event will relieve his Majesty's officers from the anxiety long felt in consequence of the communications from Europe of the forces equipped by the enemy and intended for these parts, or those further East; it will be necessary however to continue every vigilant circumspection as a report prevails, in some degree confirmed by casual conversation and inadvertent remarks from the officers prisoners of war, that the French were preparing a powerful armament destined for the recovery of this Colony.

I have commissioned all the Dutch ships and shall now be able to form a fleet of eleven sail of the line, including the ships of fifty guns, and should there occur any necessity it is my intention to strengthen the large ships with men from smaller vessels.

Enclosed is also a list of his Majesty's ships and vessels under my command distinguishing their present stations, by which you will perceive that our naval force is now become formidable.

I have, [etc.]

G. K. ELPHINSTONE.

To the Honble. Sir John Shore, Bt.,
Governor, &c., Fort William.

A list of the ships of his Majesty's Fleet under the command of the Honble. Sir G. K. Elphinstone, K.B., &c. &c. &c.

At the Cape of Good Hope.	Monarch	74 Guns
	Tremendous	74 „
	America	64 „
	Ruby	64 „
	Stately	64 „
	Sceptre	64 „
	Trident	64 „
	Dortrecht	66 „
	Prince Frederick	66 „
	Jupiter	50 „
	Tromp	54 „
	Saldanha	44 „
	Braave	40 „
	Crescent	36 „
	Sphynx	24 „
	Princess	26 „
	Daphne	26 „
	Vindictive	28 „
	Rattlesnake, Echo, Hope, Havik	Sloops
	Euphrosyne	Tender
In the East Indies.	Suffolk	74 Guns
	Arrogant	74 „
	Victorious	74 „
	Centurion	50 „
	Resistance	44 „
	Orpheus	32 „
	Heroine	32 „
	Carysfort	28 „
	Hobart, Swift	Sloops
	Suffolk	Tender

ELPHINSTONE TO ADMIRAL LUCAS

Monarch, Saldanha Bay. 22nd August, 1796.

Sir,—I had the honour to receive your letter returning the Paroles and declining signature. I must therefore inform you that without the Declaration being signed which is contained on the four Parole Papers, I shall not feel myself authorised to allow any liberty to the officers of the squadron and shall be under the necessity of keeping them all closely confined as prisoners of war.

I have, [etc.]
G. K. E.

H.M. Ship Monarch, Table Bay, the 28th August, 1796.

Sir,—I have the honour to inform you that having applied to Major General Craig respecting yourself and three officers being allowed to remain at Cape Town on parole, I have received the Major General's permission for your being granted that attention, also Captain Clarisse.

Mr. Henri may remain at Cape Town a day or two, but the well disposed people and those of property in the town do not approve of an extension of this indulgence, in which I concur with Major General that it would not be generally agreeable.

I have, [etc.]
G. K. E.

ADMIRAL LUCAS TO ELPHINSTONE

Sur la Rade du Caap, le 29 Août, 1796.

Son Excellence,—J'avois me flatter qu'en revenant ici que j'aurois pu descendre a terre

pour remettre ma foible constitution, que pour faire en bon ordre le detail de mon malheur a ma Nation, parceque les circonstances m'ont empecher d'enverrer cela avec le premier vaisseau que votre excellence a fait partir. Je vous prie de me donner la liberté de aller sur ma parole d'honneur aujourd'hui à terre avec mon fils, secretaire, et quelque domestiques. Je ne pretend pas cela son Excellence parce que vos officiers m'ont m'altraiter ici, non au contraire, ils m'ont traiter avec toutes les politesse et civilité qu'un homme dans ma situation peut pretendre. Je vais loger chez Madame le fevre, belle mere de mon Adjudant General, je vous prie encore d'avoir la liberté, en cas que j'ai besoin de quelque chose d'envoyer une canotte au bord avec une lettre à l'un ou l'autre, vous donnant toujours le droit de l'ouvrir et de les lire.

Je ne doute pas que votre exellence m'accordera cette grace. Je suis en attendant votre reponse avec le plus grand respect,

Son Exellence,

Votre Exell, tres H. & Obeiss. Serviteur,

ENGELBERTUS LUCAS.

Contre Admir, de la Republ. Batave.

MR. JACKSON TO CAPTAIN ELPHINSTONE

30th August, 1796.

Sir,—I am commanded to inform you that his Excellency the Dutch Admiral, his son, Secretary, and servants one or more, are to be permitted to come on shore.

The America is to supply a Cutter to the Monarch, having one to spare.

I am, [etc.]

J. JACKSON.

ELPHINSTONE TO ADMIRALTY

H.M.S. Monarch, Table Bay,
Cape of Good Hope.
30th August, 1796.

Sir,—I have the honour to inform you that on taking possession of the ships of the United States which surrendered to the detachment of the Squadron of his Majesty's ships under my command on the 17th August in Saldanha Bay I immediately put them all in commission, in hope of being able to form a respectable force to oppose any equipment the enemy may have made against this Colony, which from many reasons I concluded had been undertaken with a formidable strength.

It gives me great pleasure therefore to inform you that I shall now be able at a short notice to have a powerful force prepared to combat any attempt of the enemy, as you will perceive from the list of ships enclosed, and in case of necessity I shall draw the men from the frigates and sloops to strengthen the large ships, by which means with the aid of many foreigners not native Dutch nor French, I shall have eleven ships of the line, including the two of fifty guns tolerably well manned; should however any occurrence arise in Europe to incline My Lords Commissioners of the Admiralty to rely on the extreme exertion of the ships of this station, I must request they will in that case augment our number of men with an addition of five hundred; this would be a most essential reinforcement.

The Squadron arrived here from Saldanha Bay on the 28th instant; the number of India Company's and other ships in the other Bay[1] preventing

[1] False Bay.

my going thither ; they will soon proceed on their voyages, when it is my intention to send his Majesty's ships thither, and I am now preparing a 64 to protect the India ships to a safe distance, but shall not detain them for that purpose.

The ships are in continual danger from the defect in cables ; they are continually parting, and the Tremendous was nearly lost in Simons Bay from that cause, and many of the ships have been in danger frequently from the same circumstance.

Captain Buller is charged with duplicates of my despatches of the 19th communicating the surrender of the nine Dutch ships, the prisoners of which now occupy my serious attention, but I am in expectation of quickly lessening their number as their presence here is by no means convenient to the Major General or myself.

I have, [etc.]
G. K. E.

ELPHINSTONE TO ADMIRAL LUCAS

[Undated : ? 3rd Sept., 1796.]

Sir,—I have the honour to receive your letter of this day signifying that the General will not allow any Captain or Officer, late of the Squadron under your order, to come on shore.

In reply to which I beg leave to signify my reliance that you will consider that determination of the General as following unavoidably from the present existing circumstances, in which I most readily express my concurrence. With respect to your Excellency going on board, I am happy to give my consent, and to express my inclination to afford your Excellency every accommodation

for your freely communicating with your Captains and Officers; your Excellency will therefore be pleased to inform me whenever you wish to go afloat, that my barge may be ordered to attend your Excellency.

I request you will make known to the Captains and Officers, late under your orders, my anxious desire to afford them every possible comfort, but your Excellency and your Captains and Officers must be sensible that had our relative situations been contrary to the present, it would have been a duty incumbent upon your Excellency to have adopted the same measures which the General and I have now been necessitated to pursue.

I have, [etc.]

G. K. ELPHINSTONE.

21st September, 1796.

Sir,—I am very ready to admit that your Excellency's word of honour has in military concerns been, according to ancient usage, accepted as a full and sufficient attestation; but in judicial matters, pursuant to the laws of my country, the testimony of individuals, whatever their rank or situation may be, is invariably taken upon oath.

A deviation from that usage and imperative prescription of the law, would therefore only tend to invalidate the deposition, the authenticity and fullness of which is indispensable, while a compliance thereto could not in any degree nor with any nation expose your Excellency's honour and dignity, being no more than a universal form with us to which no exception can take place.

I have, [etc.]

G. K. ELPHINSTONE.

P.S.—The Commander in Chief having since understood, that Captain de Cerf makes similar objections, he desired me to add, that such of the officers as make and persist in a similar refusal, must hold themselves in readiness to depart tomorrow in the Havick for England and begs therefore immediate communication to the respective Captains of his determination.

M. A. B.

ELPHINSTONE TO GOVERNOR OF MAURITIUS

His Britannic Majesty's Ship Monarch, Table Bay,
the 24th September, 1796.

Honourable Sir,—In obedience to the wishes of my superiors and in consequence of their inclination to alleviate the rigours of war, I despatched the cartel ship Glasgow with several prisoners from Madras at a great expense to the British Nation to the Mauritius.

For this attention no return has been made nor any prisoner exchanged, contrary to the faith and honour of nations; and I am prevented sending the French prisoners now at this Colony, excepting three officers, as you have detained the Glasgow.

I cannot avoid expressing my expectation that the Glasgow cartel ship should be immediately despatched for the Cape, or future opportunities may oblige me to act contrary to the general idea I entertain of the practice and approved conduct of nations at war.

I have, [etc.]

G. K. E.

ELPHINSTONE TO ADMIRAL LUCAS

25th Sept., 1796.

Sir,—I have the honour to communicate to you that the cartel ship Gertruyda is come round to this Bay.

Your Excellency will therefore be pleased to make such arrangements and disposition in her as you may think fit for the accommodation of yourself and that of the officers, which it is my particular wish to see as expeditiously transferred as possible into her, as the ships in which they at present are will be immediately fitted for sea.

I have, [etc.]

G. K. E.

ELPHINSTONE TO COMMANDERS OF EAST INDIA CO.'S SHIPS

H.M.S. Monarch, Table Bay,
Cape of Good Hope.
26th September, 1796.

Sir,—Whereas by the fortunate capture of the Dutch ships in Saldanha Bay a number of men fit for the service of the State has been procured, and being well aware of the want of good soldiers in India, I have permitted Captain Owen to engage men for the Honble. Company's service out of the sea prison; but at the same time under the present exigency room is much wanted to transport the volunteers to India, I shall consider myself as much obliged to the Commanders of the India ships if they will receive and convey to India as many of the above described as they can with any conveniency; and it is hoped this may be more easily done as the recruits are destitute of

baggage ; and accustomed to the sea will live on easy terms with the ships' companies.

I am, [etc.]
G. K. E.

ELPHINSTONE TO ADMIRAL LUCAS

27th September, 1796.

Sir,—I am exceedingly surprised to understand that your Excellency persists in an objection to an oath of which the consequences can as little affect your Excellency's honour and dignity as the necessity thereof is obvious.

I am therefore to my great regret under the necessity of signifying to your Excellency that your continuance here on shore becomes highly objectionable and that you will be pleased to repair as speedily as possible on board his Majesty's ship Monarch in which your Excellency will take your passage for Europe.

I have, [etc.]
G. K. E.

ELPHINSTONE TO CRAIG

Monarch, Table Bay. 4th October, 1796.

Sir,—I am much obliged by your communication of the extract from the Right Honourable Secretary of State's letter which seems to apply to real wants, and in reply I beg leave to inform you that I have attentively considered the Acts of Parliament and existing Treaties between his Majesty and Foreign Powers, and as I find none of them apply to present circumstances I cannot give orders to the officers of the squadron to relax

from the orders they are under to execute and obey the same.

I have, [etc.]
G. K. E.

ELPHINSTONE TO CAPTAIN SPRANGER

H.M.S. Monarch, Table Bay, Cape of G.H.
4 Octr., 1796.

Captain Campbell being just arrived in the cartel ship Glasgow with prisoners exchanged at the Isle of France; you will be pleased immediately on your junction with Capt. Losack to communicate the following intelligence obtained by the said Captain Campbell to him.

The French Frigates now at sea and cruising in the vicinity of the Isle of France are:

La Forte	46
,, Vertu	40
,, Regenerie	44
,, Seyne	44
,, Cybele	44
,, Prudente	40
A Schooner	12 Guns.

Remain in harbour La Preneuse 40.

You will be pleased to make known also to Capt. Losack that off Fort Louis there is very good anchorage without the reach of the cannon ashore.

I am, [etc.]
G. K. E.

Captain Wm. Spranger,
H.M.S. Crescent.

P.S.—I recommended Capt. Losack to cruise off Fort Louis. The Frigates are to return to port the latter end of October. The place is in great want of bread and rice.

ELPHINSTONE TO ADMIRAL PRINGLE

H.M.S. Monarch, Table Bay. 5th October, 1796.

Sir,—It is my intention to depart for Europe in a short time with his Majesty's ships Monarch and Daphne and I therefore have the honour of addressing you for the purpose of communicating such circumstances as may afford you information relative to the concerns at the Colony, and explain to you the arrangement I have made to be observed with respect to his Majesty's ships and vessels under my command, and also to offer you such instructions as I conceive may tend to the advantage of his Majesty's service, begging leave at the same [time] to observe my inclination that you should exercise your own discretion in all points relative to the naval affairs at this Colony both on board and on shore, and being well assured that they cannot be transferred to any one more experienced or able to conduct them.

On my departure you will consequently take under your command his Majesty's ships and vessels at this Colony, detaching those intended for India and other destinations conformably to the instructions you will receive, and the two lists enclosed containing the names of the ships appropriated to this Colony and of those attached to the Indian Station under the command of Rear Admiral Rainier. The ships which lately sailed under the orders of Captain Losack named in the margin will return hither after their service and remain under your command.

His Majesty's ship Ruby is in very bad condition. I should therefore recommend her being ordered to proceed from St. Helena in the spring to Europe with the Honourable East India Com-

pany's homeward bound ships under convoy, and the Princess not being sheathed with copper should depart for England as expeditiously as convenient; the worm has already considerably impaired her bottom, but she must be reduced to the establishment of a sloop convoying a Commander with a complement of eighty men and she may then receive on board prisoners and transport them to England.

The Echo is slight and not perfectly adequate to cruising in these tempestuous latitudes. I recommend your sending her to India where she may be usefully and safely employed.

The Isles of Mauritius will always require the attention of his Majesty's ships; it was therefore my intention as constantly as practicable to have cruisers in their vicinity, but as the approaching hurricane season will suspend that service it will be then advisable to keep some ships of force cruising off the Cape or in the Mozambique Channel for the purpose of intercepting homeward bound vessels. Captain Campbell of his Majesty's ship Stately is lately returned from the Mauritius in the Glasgow cartel and will be able to furnish you with very useful information.

I request your attention to the ships named in the margin and that every aid and assistance may be afforded them from his Majesty's ships and every endeavour used for terminating the intentions respecting them, despatching those ordered to England as quickly as possible.

The Geertruyda Dutch ship I have allotted as a cartel ship to convoy the Dutch Admiral, Captains and all other officers and persons prisoners of war, to Holland. This however is only to include those taken in the nine Dutch ships captured on the 17th August in Saldanha

Bay, and the intention is that she be commanded by Mr. M. De Vries who had the charge of her during the time she was in the Dutch service ; he as Commander, and the mates and men required to navigate the Geertruyda will be paid the allowance due to their respective stations on their arrival in England by Mr. John Jackson, Commissary General, who will also settle all the expenses respecting victualling, storing and fitting her, and arrange the same with the respective officers and public departments in England, but she is to be supplied with everything requisite from the public stores and depots at the Cape, for which the commander Mr. De Vries is to sign regular vouchers on account of the said cartel Geertruyda, one complete set of which vouchers is to be transmitted by the naval storekeeper and Agent victualler to Mr. Jackson in order that every possible regularity may be ensured respecting the Geertruyda. A copy of the report of survey and valuation held upon her is enclosed for your information.

You will be pleased to cause a regular instrument in writing to be signed by the Dutch Admiral His Excellency Engelbertus Lucas and the Commander setting forth the grounds upon which she has been employed on this cartel service that she is to be considered purely as British property and to proceed to Holland with the prisoners of war as described and then without loss of time to return to England and be delivered to the Commissary General Mr. Jackson. The expenses will be entirely defrayed at the expense of Great Britain to be hereafter as usual arranged between the two countries at the termination of hostilities. It will be necessary also that Admiral Lucas, his Captains and the commander Mr. M. De Vries should enter

into a bond for the performance of the covenants before alluded to.

The Maria now commanded by Mr. Ralph Crawford the master is directed to receive the cargo from the Louisa en Antonia and then to proceed to England with or without convoy, using every exertion for the accomplishment of the orders received.

The Contractor is to receive the cargo from the Vertrowen lying in Simons Bay and then also to proceed to England, but as I have perceived extreme reluctance in the master to execute the orders he has received I desire you will be pleased to direct the Agent for Transports, Lieutenant Simmonds, who is on board the Contractor, to use every exertion and to employ a clerk in taking a very particular account of the articles removed into her from the Vertrowen, one copy of which should be transmitted to the Transport Board and another copy to the Commissary General, Mr. Jackson, to whose order the cargo is to be delivered in Britain.

It has always been impracticable to perform anything relative to the shipping at this Colony without assistance from his Majesty's ships; I must therefore request you to allow such aid as may be required in clearing the Louisa en Antonia, the Vertrowen and Bonifacius, and the men so employed will be paid extra one shilling per day; the hull, masts, rigging and furniture of these three ships will then be sold by public vendue, and the proceeds lodged in the hands of Hercules Ross Esq., one of the Agents to the Captors.

The ship Argonaut under American Colours having gone on shore, the Worshipful Court of Justice will take the necessary measures in concert with yourself conformably to my letter addressed

to them, and their answer enclosed to which you will be pleased to reply and inform the Court that my intention and desire is that they and yourself should do whatever is requisite for the sorting and preservation of the cargo, but the adjudication thereon will necessarily be referred to the competent Courts in Britain as the British Ministers may be pleased to direct, and this application is equally to include the ship Argonaut as well as her cargo.

I have long and frequently explained to Mr. John Aikin that the ship Amalienberg, of which he is master, is detained by me, and that it is my desire that she should immediately proceed to England and I have given him every assistance for that purpose, but he has intentionally delayed proceeding notwithstanding my earnest desire and a protest made to that effect ; I beg leave therefore to inform you that the Amalienberg is to proceed immediately to England with or without Mr. Aikin, and you will be pleased to send an officer and a sufficient number of seamen on board to navigate her to England, and to prevent her going to Copenhagen. If the master Mr. John Aikin is inclined and ready to proceed in her as master, he may be permitted, otherwise the officer whom you may order on board as I have desired is to take charge and command of the Amalienberg and on his arrival in England to report the same to my Lords Commissioners of the Admiralty addressing their Lordships' Secretary.

Great inconvenience has been experienced in the Navy victualling and the ships have at all times been detained from want of provision ; I should therefore recommend that a quantity of bread equal to the naval consumption of two thousand men for three months should be kept in

store as a stock of reserve with a similar quantity of wine, and I enclose an agreement entered into with Mr. James Brown which you will be pleased to cause to be delivered, first taking a copy and obtaining from Mr. Brown a satisfactory bond signed by himself and two respectable sureties for the performance of his agreement without which it is not to be delivered.

I have directed Mr. Farquhar the Agent Victualler to close his Victualling Accounts to the 30th September that you may commence from the 1st of October in approving any bills drawn on the Victualling Service.

I enclose you an agreement respecting the hospital establishment being thirty three stivers per man per day for quarters and necessaries and I am to inform you that all demands upon this account are liquidated to the 30th day of September 1796, and you will consequently commence from the 1st day of the present month ; the bills upon the sick and wounded have hitherto been drawn by my Secretary and the accounts audited by him, but it will be your duty to regulate that in future.

You will direct the several agents for transports to return to England as soon as the services they are engaged upon are terminated, but Lieut. Simmonds will remain in the Contractor and proceed with her.

The Dutch prisoners in the hospital are to be discharged into his Majesty's ships as they recover.

I have directed Mr. Jackson to deliver to the Naval Storekeeper, Mr. Pownell, a list of the warrant officers employed lately in surveying and valuing the Dutch ships captured on the 17th August, and I have directed Mr. Pownell to pay them respectively according to the number of

days affixed against their names, the masters at the rate of six Rix Dollars, the other warrant officers at six Rix Dollars per day, both in paper money, and you will cause the same to be duly complied with.

You will be pleased to correspond by all opportunities with Rear Admiral Rainier, and offer any information which may occur.

I have, [etc.]

G. K. E.

INDEX

(*N.B.—The ranks and titles indicated against the names of naval officers are the highest attained by them at the latest date at which they are mentioned.*)

ABERCROMBIE

Abercrombie, Sir Robert (C.-in-C. in India), 244
Acland, T. P. (Captain E.I.C.), 358, 371
Action, readiness and preparations for, 37–40
Adam, Chas. (Lieut. R.N.), 353, 362, 373, 432, 449
Admiral, Lord High, 83
Admiralty: letters from, 5, 64, 67, 73, 83, 246, 249, 396–8, 400, 417–29; letters to, 275, 298, 319, 372, 394, 417, 433–8, 451–6, 461; administrative defects, 3, 5, 215
Admiralty, Courts of, 27–9, 42, 78, 82, 384, 388, 427, 472
Adye, Mr., 78
Aguillarde, Marquis d', 11
Aikin, John, 472
Alexander, Thos. (Lieut. R.N.), 417, 453
Algiers, Consul at, 15–18
Algiers Bay, 16, 17, 18
Alresford, 91, 93
Altamaha River, 108
Amboyna, 419
Amelia I., 96, 108, 117–9, 122
America, North, 21–176
America, South, 375
Amsterdam, 139, 220, 262, 310, 321, 349, 395, 418
André, John (Major), letter from, 154

BASTIA

Angelino, ——, 132
Antonnegill, 322
Arbuthnot, Mariot (Vice-Admiral), 135–8, 149, 152–3, 164; letters and orders from, 139, 145, 153–7, 159–60, 167, 169, 171, 173, 176; letters to, 173–5; character of, 142, 158
Arms, exercise in small, 36; for America, 61
Artic, 185
Ashley River, 136, 140, 151, 166
Atkinson, ——, 109
Auckland (Lord), 206
Averell, A. (Lieut. R.N.), 342
Aylmer, John (Captain R.N.), 452–3

Baco, M., 437
Bahia. *See* St. Salvador
Ballingall, D. (Major R.M.), letter to Mr. Jackson, 364
Barbados, 225
Barbary, 17
Baren, ——, 267
Baring, Sir Francis, on value of Cape of Good Hope, 209–11
Bartholomew, P. (Lieut. R.N.), 431
Basseterre, 78
Bastia, 196–7

BATAVIA

Batavia, 221, 277, 301, 303, 314, 321, 350, 395, 418–20, 424, 426
Batavian Republic. *See* Holland
Baumgardt, J. P., 388, 390
Beaufort, 147–8
Bechop, ——, 129
Bedlow's Island, 43
Belgium, 205, 236
Bencoolen, 424
Benedictus, C., 446
Bengal, 334, 350, 354, 358, 363, 368, 388, 406–7, 457
Berg, J. F. (Captain), 358, 361
Berlin, 396
Bermudas, 55
Bessemer, Pieter, 452
Biggin Bridge, 137, 167
Bisset, Mr., 133
Blankett, John (Commodore), 214–453 *passim*; letters from, 257, 259, 367, 401–5, 407, 413–5; letter to, 430; orders as S.N.O., 391; letter to Mr. Jackson, 415; character of, 240, 413; dispute with Craig, 240, 402–3, 405, 428, 432
Bloney, Chevalier de, letter from, 10; letter to, 9
Bluff, Hester's, 96, 105–7, 109, 110, 112, 116–7, 120, 122
Boats, regulations concerning, 34
Bolton, Wm., 120
Bombay, 350, 417
Bompiede, Don John, 12
Bordeaux, 61
Borrax, Don Paschal, 12
Boston, 61, 63, 88
Botany Bay, 288
Botart (Captain), 174
Bourbon. *See* Mauritius
Bowen, G. (Captain E.I.C.), 293, 302
Bowers, J. H. (Lieut. R.N.), 142, 172, 175

CAPE OF GOOD HOPE

Braak, A. (Vice-Admiral), 224
Brand, Christoffel, 256–7, 276–7, 284, 286, 292, 302, 312–3, 317, 319, 332, 390; letters to, 285, 299, 323; his house, 335
Brazil, 206, 216, 225, 331
Bremen, 396
Brest, 414
Bridport, Lord (Admiral), 414
Brignole, 186, 193
Brisac, G. (Captain R.N.), 269–71, 330, 425, 435, 437; letter from, 341
Brisbane, James (Captain R.N.), 225, 437, 453
Brooke, Robert (Governor of St. Helena), 222, 255, 271, 293, 297–8, 319, 328, 330, 354, 406, 435; letters from, 253, 324, 332; letters to, 274, 300, 438, 450
Brown, Alexander, 44, 49
Brown, James, 473
Bruce, John, 231
Brussels, 208
Bruyere (Captain), 121
Buchanan (Midshipman), 175
Bull, Stephen (Colonel), 98
Buller, Edw. (Captain R.N.), 453, 462
Burneil, M., 437
Bute, Marquess of, 414

CADIZ, 372
Cainhoy, 172, 173
Campbell (Captain), 335, 467
Camps Bay, 220, 223
Canary Islands, 225
Canaveral, Cape, 130, 131, 134
Canton, 316, 336, 353
Cape of Good Hope: capture of, 203–474; value of, 209–11, 214, 371; advantages offered to inhabitants on accepting protection of G.B., 211, 248, 279, 294, 306, 359; capitulation, 223, 370, 372,

375, 383; attempted recapture, 224, 396–457; retention of, 230–7, 382; restoration (1802–3), 238; recapture by English, 239; oath of allegiance, 237, 385, 388, 391; neutral ships, 400; separation of naval command from India, 423, 431; capitulation of Dutch squadron, 442
Cape Town, 206, 217–8, 220, 223, 226–7, 231, 241, 293, 310, 317–8, 348, 361, 363, 365, 367–70, 429–30, 433, 453, 459
Cape Verde Islands, 225
Capture of French snow Le Jolli Cœur, 51
Carolina, North, 76
Carolina, South, 75, 96, 98–9, 107, 125, 138
Carolinas, 65, 67–9, 75, 95, 138; troops of, 107, 112
Cartagena, 196
Carteaux, J. F. (General), 182–4
Castle of Good Hope, 381, 389, 391, 405
Castleman (Midshipman), 175
Cathcart, Lord (Major), 155
Catherwood, Dr. Robert, 123; letter from, 124
Cerf, Chr. de (Captain), 452, 464
Ceylon, 207, 235, 238
Chads, H. (Mr. and Commander), 150, 175; letter from, 170
Chambers, —— (Lieut. R.N.), 155
Channel, English, 272, 276, 414
Channel Fleet, 199
Chapman's Bay, 367
Charleston, 66–9, 75–6, 88, 98, 109, 127, 130, 132; siege and capture of, 135–76
Charleston Bar, 140
Charleston Harbour, 169, 171
Charleston neck, 172
Charlton, W. (Lieut. R.N.), 358

Charnier, Mr., 114
Chedubah I., 418
Cheers, saluting by, 83
Chesapeake Bay, 65, 66, 67, 76, 122
Chester, 72
China, 255, 314, 316, 336, 340, 344, 349–50, 354, 424
Chissolms, 171
Christian, B. (Captain R.N.), 156
Claris, Jacob (Captain), 443, 452, 459
Clark, ——, 114
Clarke, Alured (Major-General), 216, 220, 222–3, 231, 239; at St. Salvador, 268, 271, 296, 298–9, 321, 330–1, 333, 341–2; at the Cape, 357–8, 360–6, 370–1, 388, 392, 428; letter from, 369; letter to, 269; joint proclamations and addresses, 358, 375; joint letter to Dundas, 389; letter from Dutch Justices, 379; to do., 381
Clarke, Mr., 154
Cleanliness at sea, 32
Clinton, Sir Henry (Lieut.-General), 135, 137, 139, 142–3, 155, 157, 159, 165, 167–8, 170–1; letters from, 146–51, 175; Governor Tonyn's opinion of, 158
Clubb, ——, 119
Coffin, F. H. (Lieut. R.N.), 441, 455
Colombo, 407, 417
Colpoys, John (Captain R.N.), 194, 196
Combined fleet, Portuguese squadron, 179, 199
Combined operations: in East Florida, 95–134; at Charleston, 135–76; at Toulon, 181; at Cape of Good Hope, 215 *et seq.*
Constantia, 337, 339

CONVOY

Convoy, 23, 225–6, 249, 267–8, 315, 341, 469; inattention of, 47; to East Indies, 207–8, 214; meaning of word, 269
Cooper River, 136, 137, 140, 141, 157, 163, 167, 172, 175
Copenhagen, 345, 472
Cork, 46
Cornwallis, Earl (Lt.-General), 141, 172
Cornwallis, Hon. Wm. (Vice-Admiral), 215, 414; letter from, 249
Corvo, 315
Cosby, Philip (Vice-Admiral), 199
Cosier (Lieut. R.N.), 175
Cotter, Edward, 25
Coultherd, D. (Captain), 336, 340
Cowford, 96, 98, 103, 106, 111, 116, 120
Craig, John (Major-General), expedition to Cape, 215, 221–393 *passim*; governor of Cape, 401, 422, 434–6, 450, 459, 462; disagreement with Blankett, 240, 402–3, 405, 428, 432; letter from, 405; letters to, 336, 339, 409, 439, 447, 466; joint letters to Governor, etc., 260, 277, 285, 289, 295, 303, 310; to Dundas, 293; joint proclamations, etc., 278, 287, 358
Crawford, R., 471
Crawley (Captain), 174
Creek Indians, 110
Crosbie, Mr., 148
Cruising, 23, 214
Cuba, 59
Cumberland I., 117, 119, 121
Curtis, Sir Roger (Vice-Admiral), 237
Cust, —— (Captain E.I.C.), 283, 308, 348–50, 354

DOYARD

Dames, Mr., 119, 120
D'Aubant (Lieut.-Colonel), 197
Davies, Joseph, 72, 102; letter from, 48
Dawson, John, 16
Dawson (Midshipman), 175
Deal, 399
Deane, Silas, 63, 72–4
de Brulet, Sieur de (Lt. de vaisseau), 174
De Clarre, Francois, 59
Dekker, Simon (Commodore), 260, 270, 272–3, 277, 420; letter to, 267
Delacroix, M., 232
Delaware Bay, 52, 58, 62, 65, 67, 96
De Lille (Lieut.-Colonel), 217
Denis, Sir Peter (Rear-Admiral), ix, 3; orders by, 6–8, 15–18
Denmark, irregular passes for ships, 82
Dentaff (Captain), 357
Deptford, 70, 101
Deserters, 10–14, 188, 332, 335, 362, 374
d'Estaing, Comte (Vice-Admiral), 135, 158
Dexter (Captain), 188
Dickson, A. (Captain R.N.), 182
Digby, Robert (Rear-Admiral), 92–3; letter from, 88
Dill's Bluff, 170
Diu, 417
Divisions, of ships' companies, 30
Don, George (Colonel), 397
Douglas, Billy (Captain R.N.), 352, 453
Douglas, Chas. (Captain R.N.), viii
Douglas, C. (Captain), 185
Douglas, Sir James (Vice-Admiral), orders by, 25
Dover (N.H.), 90
Downs, 399
Doyard, M., 63

du Coudray, P. C. J. B. Tronson (Major-General), 61–3
Duff, M., 194, 196
Du Guisnes, Monsieur, 89
Dumouriez, C. F. (General), 205, 207
Duncan, Adam (Vice-Admiral), 224, 399–400
Duncan, H. (Captain R.N.), 49
Duncan, James (Lieut. R.N.), 153 ; letters from, 160–6, 168
Dundas, C. (Captain E.I.C.), 358
Dundas, H. (S. of S. for War), 240, 249, 397, 400, 416, 429 ; expedition to Cape of Good Hope, 209, 213–6, 222 ; on retention of Cape, 230, 235–6 ; letters to, 243, 248, 250, 270, 293, 303, 313, 322, 351, 360, 369, 385, 389
Dundas, R. (Captain E.I.C.), 358
Dunkirk, 61, 64, 74
Durban, W. (Lieut. R.N.), 266, 321, 347
Dutetre, M., 63

East India Co. : Dutch, 205–7, 216, 223, 236, 245, 263, 279, 282, 288, 322 ; its government of the Cape, 210, 212, 217, 248, 280, 307, 378, 389 ; ships of, 276, 315–6, 324, 371. 373
East India Co. : English, 205–7, 209–11, 232, 251, 254, 280, 326–7, 334, 438–9, 465 ; seamen of, 241, 371, 373, 427 ; troops at Cape, 222, 243, 323 ; ships at Cape, 436, 461, 465
Edwards, Arthur (Lieut. R.N.), 18
Ekins, C. (Captain R.N.), 431
Elbert, S. (Colonel), 98
Elgin, Earl of, 396
Ellis (Lieut. R.N.), 69

Elphinstone, John (Captain R.N.), 366 ; letters from, 412 ; letter from Mr. Jackson, 460
Elphinstone, Hon. Wm., viii, 394
Essington, Wm. (Captain R.N.), 217, 253, 301, 325, 330, 405, 422, 453
Evans, H. F. (Captain R.N.), 139–40, 142, 152–3, 173, 175
Eyrant, Benoit, 59

Fagel, H., 261
Falck, G. A. de (Captain), 452
Falconer, Hon. Geo. (Captain R.N.), viii
False Bay, 217, 220, 222, 227–8, 245, 264, 288, 295, 369, 389, 393, 403, 411, 432, 454, 461
False, Cape, 420
Fanshawe, R. (Captain R.N.), 113 ; letters and orders from, 65, 72–5
Faragut, George (Captain), 174
Faron, 185–6, 188
Farquhar, A., 256, 258, 267, 282, 285, 335, 429, 473
Fay (Captain E.I.C.), 358
Fear, Cape, 67, 69
Ferguson, J. (Captain R.N.), 69
Ferguson, P. (Major), 141, 172
Fire, regulations to prevent, 35, 42
Five Fathom Hole, 136, 150, 171
Flores, 315
Florida, 96, 98, 135
Florida, Cape, 67, 69
Florida, East, 69, 95–134, 415
Fooks, William (Captain R.N.), 91
Forbes, Mr., 130
Forbes, R. (acting Lieut. R.N.), 438
Fornells, 18
Forster (Ensign), 185
Fort St. George, 350

FORT WILLIAM
Fort William, 420
Foul Point, 322
Fox, Charles J., 235, 416
France, 52, 61, 65; vessels with secret commissions from U.S., 72; ships, 76; French fleet, 88, 115, 122; army of Italy, 188; French and Cape of Good Hope, 206, 208, 210, 214–5, 224, 230–6, 261, 273, 423, 464; in Holland, 205–9, 218, 271, 278, 308, 310–2
France, Isles of. *See* Mauritius
Fraser, A. C., Consul at Algiers, 16–18
Frigate, C. in C. shifting flag into, 179; want of, 316, 321
Frykenius, S. H. (Commissary General), 420
Funchal, 225
Fuser, Colonel, 114

GALLEYS, 109, 114, 119, 121, 127, 140, 148, 150, 160–4
Gambier, Jas. (Captain R.N.), 141–2, 169
Gardner, John (Lieut. R.N.), 449
Gaudin (Captain), 63
Genoa, 197
Georgia, 76, 95, 96, 98, 114, 121, 125, 128, 135, 138; troops of, 107, 112
Germain, Lord George, 29, 143
German soldiers at Cape of Good Hope, 215, 243, 363, 388
Germany, 261
Gibb's post, 147
Gibraltar, 210, 225
Gibson (Master), 166, 170–1
Glasgow, 171
Goa, 424
Goldesbrough, Thomas (Mr. and Commander), 154–6, 159, 175

HAMOND
Goodall, S. G. (Rear-Admiral), 186–7, 193; letter to, 188
Goodridge, Mr. (Mate), 79
Gordon, Robert (Colonel), 217, 258, 260, 264, 282, 285, 296; letter to, 265
Graaf, Mr. van de (ex-Governor of Ceylon), 419
Grand Canary, 432
Grandcourt (Commandant), 453
Graves, George, 87
Graves, Thomas (Rear-Admiral), order by, 85
Gravina, Don Fred. de (Rear-Admiral), 181, 193; letter to, 189
Green Point, 367–8
Green, Will, 145, 152
Grenville, Lord, 206, 213, 273, 312, 396
Grisbeauval (Lieut.-General), 63
Gros Tour, 185
Guion, —— (Lieut. R.N.), 410
Gulf Stream, 67, 69
Gunnery, exercise, 36
Guzarat, coast of, 417

HAARLEM, 262
Hacker, H. (Captain), 174
Haddon (Captain), 183
Haddrells Point, 166
Hague, The, 314, 316
Halifax, 42, 88
Hall (Captain E.I.C.), 358
Halliday, A. F. (Lieut. R.N.), 432
Hamilton, John (Captain E.I.C.), 358
Hamilton, Sir William, 13; letters from, 12, 15; letter to, 13
Hamilton, —— (? Lieut. R.N.), 50, 52–3
Hammocks, 32, 34
Hamond, Sir Andrew S. (Captain R.N.), 78–9, 138–9, 142, 164, 176; letters from, 153, 155, 165, 170, 172

HAMPTON
Hampton Road, 65, 74
Hannah Mills Narrows, 105
Hardy, Russell, 91
Hardy, T. (Captain R.N.), 218, 241, 260–1, 264, 266, 351, 362, 369, 371, 373
Hartley (Midshipman), 354
Hartwell, George, 413
Hatteras, Cape, 59, 67, 69
Havre, 61, 63
Hay (Midshipman), 175
Hayes, Dr., 164
Henri (Lieut.-Colonel), 453, 459
Henry, John (Captain R.N.), 156
Hervey, Henry (Rear-Admiral), 414
Hières Bay, 193
Hill (Major R.M.), 369
Hobart, Lord (Governor of Madras), letter to, 348
Hobcaw, 165
Hodge, E. (Lieut. R.N.), 431
Hodgson, T. (Captain E.I.C.), 358
Hog Island, 141, 157, 165
Hog Island Channel, 168, 169
Holland, 251, 256, 259, 267, 301, 406, 423; affairs in, 205, 207–9, 213, 230–7, 261, 271–2, 278–9, 291, 304, 308–12, 317; government of Cape, 210, 212, 214, 218; attempt to recapture Cape, 224, 396–457; return of prisoners to, 444–5, 469–70; restoration of Cape, 238; ships at Cadiz, 195; ships of, how to be treated, 252; captured ships commissioned, 461
Hood, Lord (Vice-Admiral), 190; letters from, 181, 187, 193, 196; letters to, 182, 190; sailing instructions, 198
Hotham, W. (Commodore), order by, 61
Hottentots, 332, 343, 355–7

JACKSON
Houston, John (Governor of Georgia), 98, 111; letter to, 128
Hout Bay, 339, 394
Howard, ——, 412
Howe, Earl (Admiral of the Fleet), 65, 80, 103, 113, 115, 122, 129, 414, 425; letters and orders from, 42–6, 49, 68, 76, 101; letters to, 46, 51, 125; standing orders, 29–42; instructions for combined fleet, 199; instructions for order of battle, etc., 200–2; station in action, 179, 200, 202; on retention of Cape, 237
Howe, Robert (General), 98–9, 111
Hudson, Chas. (Captain R.N.), 137, 141–2, 169
Hyler, ——, 88
Hynson, ——, 73–4

India, 206, 209–11, 223, 225–6, 233, 244–5, 252, 301, 314–5, 334, 348, 363, 371, 374, 413, 423–4, 430–1, 435, 437, 450, 462, 465, 469
Indian River, 133
Inspection between decks, 35
Instructions: Howe's Standing Orders, 29–42; Elphinstone's to Squadron, 251–3; sailing and fighting, 198–202
Ireland, 176, 224
Izquierdo (Brig.-General), 189

Jackson, John, 336, 413, 415, 446, 470; letters from Mr. Ross, 346; from Major Ballingall, 364; from Mr. Pringle, 365; from Captain Blankett, 415; to Captain Elphinstone, 460
Jackson (Master), 168

JACKSONVILLE
Jacksonville, 96
Jamaica, 50, 90
James I., 136–7, 140, 148–9, 151, 155
Januario, Antonio (Rear Admiral), 199
Jekyll Sound, 67
Jericho, 120
Jervis, Sir John (Vice-Admiral), 213
John I., 136, 139, 146
Johnston, Fort, 136, 137, 138, 157, 165, 166, 168
Journal of proceedings at Cape, 10 June–26 Sept. 1795, 256–375
Justices (Dutch) at Cape : letter from, 379 ; letter to, 381

Kalk Bay, 220, 364
Keith, Geo., 53–5
Kelly, William, 77–9, 81
Kiawah I., 146
Kinsbergen, J. H. van (Admiral), 261
Knight, P. (Lieutenant), 183
Knowles, John (Mr. and Commander), 141

La Barre (General), 193
Lacombe St. Michael, M., 197
Laing, D., 421
La Luz, 225
La Malgue, Fort, 181, 185–93
Lambert, Robert (Captain R.N.), 431
La Mer, M. de, 437
Langara, Don Juan de (Admiral), 189–90, 196
La Touche-Tréville, Comte de : made a prisoner, 89 ; letters from, 90–4
Lauzun, Duc de, 89
Laval Montmorenci, Marquis de, 89
La Valette, 193

MACARTNEY
Law (Midshipman), 175
Le Brun (Adjt.-General), 62
Lee, C. (Major-General), 98, 115
Le Fevre, Mme., 460
Le Gaudinet, M., 63
Leigh, F. W. (Captain E.I.C.), 358
Leith Roads, 399
Lempries Point, 141
Levett, Mr., 159
Ley (Captain), 357
Lightbody, Mr., 161, 163
Lighthouse I., 152
Lincoln, Earl of, 176
Lincoln, Benjamin (Major-General), 135, 137, 139, 143
Lindsay, Sir John (Commodore), ix
Linzee, John (Captain R.N.), 54
Lisbon, 256
Lizard, 65, 66, 68, 75, 76
Lock, J., 320
Lockwood (Captain), 174
Log book, lieut. of watch to sign, 86
London, 19, 46, 94
Look-out at sea, 35
Lookout, Cape, 67, 69, 77
Lord, ——, 343
Losack, Geo. (Captain R.N.), 436, 453, 467–8
Louis XVII proclaimed at Toulon, 191
Lowndes, Rawlins, letter to, 129
Lucas, Engelbertus (Rear-Admiral), 224–5, 227–8, 456, 470 ; surrender of, 229, 442–7, 450 ; list of ships, 451 ; letters from, 442, 446, 459 ; letters to, 440–3, 447, 451, 459, 462–3, 465–6
Lucas, R. (Captain R.N.), 418
Lynch, Sir William : letter from, 11 ; letter to, 10

McArthur, John, 191
Macartney, Earl of, 232, 237

MACKENZIE

Mackenzie, A. (Lieut.-Colonel), 218, 220, 260–1, 264, 267, 355
Mackenzie, Thos. (Captain R.N.), 75
McKenzie, Mr., 130
Mackie (Lieut. R.N.), 175
McKinnon (Captain), 146
McLeroth (Major), 160, 164
McNamara, W. (Captain E.I.C.), 358
McNeil, ——, 61
Madagascar, 322, 362, 373, 393, 407
Madeira, 225, 411, 432, 437
Madras, ix, 216, 226, 244, 255, 301, 348, 350, 353, 386, 393, 395, 408, 417–8, 422, 464
Madrid, 415
Mahon, 18
Majoribanks, C. (Captain E.I.C.), 350 ; letter from, 255
Malacca, 424
Malaga, 372
Malmesbury, Earl of, 232
Manly, ——, 61
Mariner, Wm. (Captain), 418
Marines : (men), 215, 240–1, 333, 336, 361, 372, 374 ; discipline neglected, 25 ; duties at sea, 31 ; (officers), attention to duty, 25 ; duty at sea, 31
Marque, letter of, 78
Marseilles, 51, 52, 72–4
Martha's Vineyard, 61
Martinice, 74
Mauritius (*I. de France*) and Bourbon (*Réunion*), also called Isles of France, 285, 437, 464, 467 ; enemy bases, 206, 208–11, 214, 227–8, 233, 321–2, 363, 386, 395, 407, 418–9, 424, 426, 430, 438, 449, 469 ; projected expeditions against, 255, 434, 439, 450 ; letter to Governor, 464
May, Cape, 53, 55, 58
Mediterranean, 1–19, 177–202

NASSAU

Mendell, P., 335
Mexico, Gulf of, 127
Meuuw Island, 228
Miles, Wm. A., 52, 57, 60
Minorca, 18
Mobile, 159
Moira, Earl of, 94, 194
Moncrieff, George (Captain), 185
Moncrieff, James (Captain), 117, 122, 126, 147, 149
Moncrieff, Mr., 133
Moniton, Colonel, 115
Monk's Corner, 137, 167
Montero, Don ——, 185
Monypenny (Major), 356–7
Moore, Mr., 127
Morrow, R., 421
Mosquito Inlet, 125, 130
Mosquito River, 133
Mosse, Mr., 159
Moultrie, Fort, 136–8, 140–1, 143, 165–6
Moultrie, Wm. (Major-General), 138
Mount Pleasant, 137, 141, 149, 166, 169, 172
Mowbray, John (Captain), 123, 158 ; letters from, 117, 119 ; letter to, 104
Mozambique Channel, 469
Muizenberg, 220–2, 241, 266, 283, 335–8, 343–6, 364, 366, 370 ; action at, 344–6, 351, 353–7, 361
Mully (Mallay) (Captain), 302, 321
Murray, Hon. J. (Captain R.N.), 407
Muster books, 5, 64
Myen (Captain), 350

NANTES, 61, 63
Naples, 12, 13, 15 ; kingdom of, 14–15
Narrows, 108, 116, 122
Nassau, 105, 110

NASSAU BAR
Nassau Bar, 126
Nassau Inlet, 106, 117–8
Naval officer, 41 ; meaning of term, 64
Navy Board, 64, 214, 402 ; officials, 41
Neerwinden, 207–8
Negro, Cape, 403
Nepean, Evan, 214, 276, 313
Netherlands. *See* Holland *and* Belgium
New Cut, 148
New England, 72
Newfoundland, 48, 50
New Holland, 284
New York, 42–4, 46, 49, 51, 71, 101–2, 128, 135, 137, 139, 156, 158 ; preparation against enemy fleet, 88
Nice, 9, 10, 11, 186, 193
Nichola Mole, Cape, 60
Nissen, E. (Captain), 335–6, 354
Noitron, M., 63
Nore, The, 400
North Edisto River, 135, 139, 143, 145, 147–8, 157
North Sea, 224
Norway, 414

O'Brien (Captain), 196
Ocracoke Inlet, 68, 76, 102
Officers : in merchant service, 7 ; misbehaviour in Spanish ports, 8 ; marine, *see* Marines ; filling vacancies, 246
Old Road, 79
Ollioules, 182–3, 192
Orange, Prince of (William V), 205, 207–10, 212–3, 221, 230–32, 238, 245, 250, 252, 258, 260, 262, 264–5, 273, 277, 290, 312, 420 ; takes refuge in England, 209, 261, 278 ; banishment and abolition of office, 314, 316
Orde, John (Captain R.N.), 141–2

PORTSMOUTH
Orderly book, 29, 40
Orders and instructions for ships of war, 29–42
Osborne, Edw. O. (Captain R.N.), 453
Osburne, Thomas (George Osbourn), 78, 80–1, 129
Overstraaten, Mr. (ex-Governor of Samarang), 419
Owen (Captain E.I.C.), 303, 310–1, 313, 317–8, 340, 349, 465
Owen, W. F. (Lieut. R.N.), 299, 320

Paris, 73–4, 94 ; Jacobin Club 187
Parker, Sir Hyde (Rear-Admiral), 65–6, 192, 199
Parker, Sir Peter (Commodore), 135–6
Parkhill (Captain), 267
Pas de la Masque, 188
Paterson, Jas. (Brig.-General), 136, 151
Paumier, Mr., 148
Penang, 417–8
Perinnoe, Mr., 130
Persano, 12
Philadelphia, 51, 54, 285
Phipps, Hon. C. (Captain R.N.), 102
Pichegru, C. (General), 209, 313
Pickering, Mr., 129
Piedmont, 197
Pinckney, C. C. (Colonel), 98, 107
Pines, Jas. (Captain), 129, 174
Pitt, Wm., 234
Plettenberg Bay, 387
Pole, C. M. (Captain R.N.), letter from, 194
Port au Prince, 63
Porto Prayo, 225
Ports, attention to lower deck, 40
Portsmouth, 44

PORTUGUESE

Portuguese squadron with British fleet, 179, 199
Pownell, P., 473
Prevost, Augustin (Brigadier-General), 95, 105, 125, 127, 133, 135, 149; letters from, 103, 106, 116–7, 120, 123; letters to, 103, 113; letter to Governor Tonyn, 111
Prevost, J. M. (Lieut.-Colonel), 111, 114; letter to General Prevost, 107
Price, James, 8, 9
Prince of Wales Island (Settlements of), 424
Pringle, John (Agent of E.I.C.), 254, 256, 293, 300, 312, 317, 319, 325, 332–3, 388; letter to Mr. Jackson, 365
Pringle, Thos. (Rear-Admiral), 224, 226, 229, 399, 412, 436, 453; takes command at Cape, 468; letters to, 433, 468
Prisoners: disposal of, 70, 75, 444–5, 462, 465–7, 469; entering British service, 71; exchange of, 129
Privateer: victualler captured by, 44; irregular British, 77–81; American, 124, 127, 142
Prize Instructions (1776), 26
Prizes: disposal of, 42–4, 60, 401; securing cargoes, 48
Proclamations, etc., at Cape of Good Hope, 278, 287, 354, 375
Prussia, 205, 209
Puget, P. (Lieut. R.N.), 331, 342
Puissant, M., 187
Punishment, corporal, 25

QUARTER bills, 30
Quarters at night, 39

RYNEVELD

RAINIER, JOHN S. (Commander R.N.), 431, 449
Rainier, Peter (Rear-Admiral), 350, 404, 419, 424, 438, 468, 474; letter to, 448
Ramage, Edw. (Commander R.N.), 352, 395, 453
Ramerino, —— (Master), 354
Ransom of ships, 29
Rathbone, I. P. (Captain), 174
Rawdon, Lord. *See* Moira
Reenen, Mr. Van, 440
Rees, J. (Captain E.I.C.), 358
Rhenius, J. I., 297, 390
Rhode Island, 71
Ribouleau, Peter (Commander), 347, 405
Rich, Sir Thos. (Commodore), 194
Robarts, Miss, 171
Roberts, Barth. (Commander), 399
Robson, F. (Major E.I.C.), 327
Rochefort, 420
Rochelle, 61
Rochford, Earl of, 19
Rodriguez I., 418, 420
Rondebosch, 365
Roscourt, Chevalier, 63
Rose, Honore, 74
Ross, H., 261–7, 285, 287, 293, 335, 471; letter from, 345; letters to Mr. Jackson, 346
Ross, Mr., 347
Rosse (Captain), 133
Rosses Lagoon, 133
Rous, Bay of, 195
Royal Irish Regt., 194
Royal Louis Regt., 194
Rubilo (Rubolou). *See* Ribouleau
Ruddock, Mr., 161
Russian ship with British fleet, 400
Rutherford, Mr., 158
Ryan, Luke, 416
Rynbende, J. (Captain), 452
Ryneveld, W. S. van, letter to, 409

ST. AUGUSTINE

St. Augustine, 65–6, 68–70, 76–7, 79–81, 95–6, 101–2, 108, 110, 113–4, 120–1, 123–4, 126, 131, 156–7
St. Augustine Bar, 109, 125, 128–30, 132
St. Catherine, 185
St. Christopher's I., 78
St. Croix, 82
St. Domingo, 51, 59, 61, 64
St. Eustatia, 77
St. Fiorenzo, 197
St. Helena, 205–6, 208–9, 217, 222, 231, 243, 245, 253, 255, 270–2, 276, 293, 295–6, 298–302, 319–21, 323–4, 328, 330, 332–3, 344, 347, 349, 353–4, 361, 402, 404, 421, 435, 438–39, 468
St. Helen's, 44, 47
St. John's Bar, 125
St. John's River, 95–6, 98, 103–7, 110–1, 113, 116–8, 127
St. Julien (Rear-Admiral), 182, 192
St. Louis, Fort, 185
St. Marguerite, Bay of, 191
St. Martin's I., 77
St. Mary River, 96, 98, 105, 107, 110, 118, 119, 125, 127
St. Mary's, 108, 111–2, 122, 125, 127
St. Mary's Bar, 126
St. Mary's Harbour, 121–2
St. Salvador, 216, 218, 222, 231, 243, 245, 270–1, 299, 302, 321, 331, 341, 357–8, 369, 395; letter to Governor-General of, 268
St. Simons, 67
Saldanha Bay, 225, 227–8, 239, 245, 298, 302, 321, 334, 439–42, 446–9, 450–2, 454–5, 457, 459, 461, 465, 469
Salisbury, J. (Lieut. R.N.), 175
Saltwell, G. (Captain E.I.C.), 358

SHIPS

Salutes, regulations concerning, 83
Sandwich, Earl of, 19; letter from, 85
Sandy Hook, 43, 50, 51, 76, 82, 87, 115, 122
Santa Cruz, 216, 319
Satilla River, 118
Savannah, 98, 109–10, 128, 135–6, 139, 148, 170
Savannah Bar, 157
Savannah Cut, 148–9
Savannah River, 135
Schapen I., 228
Scheveling (Scheveningen), 209
Scott, D., 264, 266; letter to, 297
Scott, Mr., 92
Seal Island, 338, 357
Seamanship, exercise in, 37
Seamen: place of birth to be entered in muster and pay-books, 5; deserters in foreign ports, 9–11; clothing and bedding, 33; entering, 67; sick, 124, 272, 276, 298, 320; not to be commanded by Army officers, 154, 160; shore service at Cape, 240, 332, 336–40
Seminoly Indians, 110
Sentinels at sea, 31
Sepet, Cape, 181–2
Sercey, Marquis de (Contre-amiral), 421
Shaw, A. (Captain), letter to Lieut. Wright, 112
Sheridan, R. B., 230
Sheriff (Colonel), 93
Shetland, 316
Ships: companies, 30–7; completion with stores, etc., 41; description of brig, 74; discovery of strange, 38; manning, 248–50; speed of, 87; washing, fumigating and ventilating, 32

SHIPS

Ships named :
Adventure (Am.), 48
Aeolus, H.M. storeship, 137, 140
Albacore, H.M.S., 225, 411, 426
Amalienberg (Dan.), 472
Amazon (Dan.), 419
America, H.M.S., 215, 256–9, 270, 319, 344, 351–3, 357, 363, 366–7, 370, 372, 401–2, 407, 422, 425–6, 430, 438–9, 453, 458, 460
Amphitrite, H.M.S., 88
Ann and Eliza (Br.), 407
Arcturus, H.M. tender, viii
Arethusa, H.M.S., 194
Argonaut (Am.), 471–2
Ariel, H.M.S., 102
Arniston (E.I.C.), 216, 222, 253, 255, 274, 293, 302, 319–20, 325–7, 330, 333, 344–5, 349–50, 353–4
Arrogant, H.M.S., 216, 270, 313, 319, 334, 395, 417, 458
Assault, H.M. galley, 175
Avanture (Fr.), 174
Ballahoo (Br.), 123, 128
Barfleur, H.M.S., 25, 26, 178
Bellisarius, H.M.S., 88
Bellona (Du.), 397, 452
Betscy (Am.), 49, 127
Blonde, H.M.S., 140, 153
Boetzelaar (Du.), 362, 373
Bombay Castle (E.I.C.), 358, 363, 370, 374
Bonifacius (Du.), 405, 471
Boston (Br.), 60
Boston (Fr.), 174
Braave (Du.), 444, 452, 458
Bricole (Fr.), 140, 174
Briton (Br.), 170
Brunswick (Du.), 419
Brunswick (E.I.C.), 358, 371, 374
Burstwick (Br.), 45–7
Camilla, H.M.S., 51–3, 57, 153

SHIPS

Ships named—*continued*
Carysfort, H.M.S., 22, 65–7, 72, 75, 113, 226–7, 396, 406–8, 422, 429, 431, 458
Castor (Du.), 371, 373, 397, 451–2
Cathcart, H.M. galley, 175
Centurion, H.M.S., 418, 458
Chatham, H.M. brig, 330, 333, 342
Colossus, H.M.S., 194
Columbia (Am.), 302, 310, 312–4, 316, 321–4, 349
Comet, H.M. galley, 128, 129, 154, 161, 162, 164, 168
Contractor (Br.), 471, 473
Crescent, H.M.S., 422, 430, 440, 453, 454–5, 458, 467
Cronberg (Dan.), 225, 318, 323, 411, 415, 426
Culloden, H.M.S., 194–6
Cybele (Fr.), 467
Daphne, H.M.S., 458, 468
Dart (E.I.C.), 402
Defence (Am.), 127
Defiance, H.M.S., 142
Delaware, H.M.S., 154, 156
Deptford (E.I.C.), 358
Diamond, H.M.S., 46
Dinah (Br.), 44, 46, 47, 49
Discovery, H.M. sloop, 328–31
Dortrecht (Du.), 397, 442, 446, 449, 452, 458
Dreadnought, H.M. galley, 104, 106, 114–5, 119–20, 126
Duncan (Br.), 159
Eagle, H.M.S., 42, 43, 44, 48, 49, 72, 76, 102
Earl Cornwallis (E.I.C.), 342, 358
Earl Howe (E.I.C.), 358
Echo, H.M. sloop, 215, 218, 241, 256, 260, 270, 276, 298, 302, 319, 321, 334, 340, 343–5, 351–3, 355, 363, 367, 370, 395, 418, 439, 450, 453–4, 458, 469

SHIPS

Ships named—*continued*
Egmont, H.M.S., 25
Eliza (Am.), 418–20, 425
Emerald, H.M.S., viii
Enterprize (Br.), 433
Espiegle, H.M.S., 224, 399
Euphrosyne, H.M. brig, 412, 427, 458
Europe, H.M.S., 82, 139, 142, 152, 172
Exeter, H.M.S., 25, 341–3, 358
Fair American (Am.), 127
Falcon, H.M.S., 54, 58, 60
Fame, H.M.S., 154
Fincastle (Br.), 79
Forte (Fr.), 420, 467
Fortune (Br.), 106
Galatea, H.M.S., 142
Geertruyda (Du.), 402, 465, 469–70
General Coote (E.I.C.), 358
General Green (Am.), 285
General Moultrie (Am.), 140, 174
General Small (Br.), 430, 432
Generous Friends (Br.), 50
Genoa (Br.), 127
Georgiana (E.I.C.), 422
Germain, H.M. armed ship, 104–6, 119–20, 126, 159, 171
Glasgow (Br.), 464, 469
Glatton, H.M.S., 399
Gosport, H.M.S., vii
Governor Tonyn (Br.), 80
Hannibal, H.M.S., 195
Havick (Du.), 397, 452, 458
Hector, H.M.S., 216
Heroine (Br.), 418, 458
Hinchinbrooke, H.M. brig, 69
Hobart, H.M. sloop, 458
Hope, H.M. sloop, late Star, 371, 373, 392, 394, 401, 403, 408, 422, 427, 453, 458
Hydra, H.M.S., 154, 155
Iris, H.M.S., 142, 154, 156
Jett (Br.), 170

SHIPS

Ships named—*continued*
John (Br.), 148
Jolli Cœur (Fr.), 51, 52
Juno (Fr.), 195
Jupiter, H.M.S., 226, 430, 432, 436, 453, 458
Kent (E.I.C.), 358
Lady Shore (E.I.C.), 435, 437–9
L'Aigle, H.M.S., 22, 89
Lark, H.M.S., 47, 48
Latona, H.M.S., 202
Lee Galley (Am.), 174
Les quatre Frères (Fr.), 64
Lion, H.M.S., 90
Lively, H.M.S., viii
Lizard, H.M.S., 68
London, H.M.S., 87
Lord Hawkesbury (E.I.C.), 421
Louisa en Antonia (Du.), 350, 471
Loyalist (Br.), 153, 395
Macassar (Du.), 325, 333
Margery (Br. armed ship), 155, 156
Maria (Br.), 168
Maria (Du.), 443, 452, 471
Maria Louisa (Du.), 395
Marie (Fr.), 74
Marquis de Brancas (Fr.), 63
Marquis de Bretaigny (Fr.), 174
Mars (Fr.), 64
Medenblick (Du.), 260, 265, 268, 272, 283, 419
Medway (Br.), 126
Minerva (Dan.), 336, 340
Moen (Dan.), 357
Moineau (Fr.), 435, 437, 439
Monarch, H.M.S., 204, 214, 216, 227–468 *passim*
Moselle, H.M.S., 225–6, 437, 453
Moultrie (Am.), 127
Nancy (Br.), 46, 65; pilot boat, 114
Northumberland (E.I.C.), 358

SHIPS

Ships named—*continued*
Notre-Dame (Am.), 127, 140, 174
Orpheus (E.I.C.), 222, 254, 293, 295, 297–9, 300, 302, 313, 319, 321, 325, 330–2, 334, 343, 353–4, 371, 458
Osterley (E.I.C.), 358, 364
Otter, H.M. sloop, 96, 101, 106, 110, 113, 116, 118, 125–7; loss of, 130, 132, 134
Overyssel (Du.), 195
Pallas, H.M.S., 201
Pearl, H.M.S., 22, 77
Perseus, H.M.S., 22, 44–175 *passim*
Phœnix, H.M.S., 66
Piet Hein (Du.), 397
Pollux (Du.), 397
Polly (brig) (Am.), 127–9
Pompée (Fr.), 194
Preneuse (Fr.), 467
Prince Frederick, H.M.S. (*ex* Revolutie), 458
Prince of Gustenberg (Dan.), 345, 350, 354
Prince of Wales (Br. armed transp.), 341, 358, 395, 418
Prince William Henry (E.I.C.), 358
Princess, H.M.S., 362, 373, 394, 401–4, 422, 458, 469
Providence (Am.), 174
Prudente (Fr.), 467
Puissant (Fr.), 194
Queen of France (Am.), 140, 174
Rainbow, H.M.S., 170, 173
Raisonable, H.M.S., 140, 150–2
Raleigh, H.M.S., 140, 153
Ranger (Am.), 174
Rattlesnake, H.M. sloop, 216, 270, 319–21, 328, 334, 340, 344, 351–4, 363, 370, 395, 418, 449, 453–4, 458
Régénérée (Fr.), 420, 467

SHIPS

Ships named—*continued*
Renown, H.M.S., 140, 153
Resistance, H.M.S., 458
Revenge (Am.), 174
Revolutie (Du.), 397, 452
Richmond, H.M.S., 140, 153, 162
Rinomato (It.), 344, 354
Robust, H.M.S., 178
Roby (Br.), 48
Roebuck, H.M.S., 62, 79, 115, 138–40, 142, 145, 153–7, 159, 160–2, 164–6, 169, 171, 173
Romney, H.M.S., 22, 25
Romulus, H.M.S., 140, 153
Roode (Fr.), 64
Royal Charlotte, H.M.S., 200–1
Royal Sovereign, H.M.S., vii, 249, 414
Ruby, H.M.S., 215, 256, 270, 299, 319–20, 389, 394, 401, 403, 422, 425, 430, 453–4, 458, 468
Saldanha, H.M.S., 458
Sandwich, H.M.S., 140
Sceptre, H.M.S., 217, 253, 274, 298–9, 321, 330, 410, 412, 422, 426–7, 431, 453, 458
Schillerman (Dan.), 358
Scorpion, H.M. sloop, ix, 1, 3, 7, 8, 9, 16
Scourge, H.M. galley, 161, 162, 164–6, 168–9
Seine (Fr.), 420, 467
Sireene (Du.), 397, 444, 452
Snelheid (Du.), 397
Sophia Magdalena (Sw.), 335–6, 340, 350, 354
Southampton, H.M.S., 202
Sphynx, H.M.S., 216, 218, 222, 270–1, 276, 293, 297, 299–302, 319, 321, 325, 327–8, 333, 341–2, 358, 369, 395, 418, 420, 425–6, 430, 453, 458

SHIPS

Ships named—*continued*
Squib, H.M. galley, 175 ; gun vessel, 362, 373
Stag, H.M.S., viii, 202
Stately, H.M.S., 215, 256, 270, 313, 319, 340, 344, 351–3, 395, 418, 453, 458, 469
Suffolk, H.M. tender, 438, 458
Swallow (E.I.C.), 274, 301, 324–5, 349, 353
Swift, H.M. sloop, 418, 449, 458
Tantallon Castle (Br.), 226
Taunton Castle (E.I.C.), 436
The Brothers (Am.), 323
Thunderer, H.M. galley, 104, 106, 113, 114, 115, 122, 126
Treasurer Count Schimmelmann (Dan.), 361
Tremendous, H.M.S., 226, 412, 436, 440, 453–4, 458, 462
Trident, H.M.S., ix, 6, 18, 226, 435, 437, 440, 453, 458
Trimmer, H.M. galley, 175
Triton (E.I.C.), viii, 418
Tromp, Admiral (Du.), 397, 452, 458
Truite (Fr.), 140, 174
Unicorn, H.M.S., 49
Vanbroken (Fr.), 64
Venus (Du.), 397
Vertrouwen (Du.), 350, 471
Vertu (Fr.), 420, 467
Victorious, H.M.S., 216, 270, 276, 298, 319–20, 395, 417–8, 432, 458
Victory, H.M.S., 181, 187, 190, 193–4, 196, 198
Vigilant, H.M.S., 156
Vindictive, H.M. galley, 162, 458
Viper (Am.), 48–9
Viper, H.M. galley, 153, 155, 161–4, 168–9

SMYRNA

Ships named—*continued*
Virginia, H.M.S., 140, 153
Warren Hastings (E.I.C.), 341, 343, 358, 364
Warwick, H.M.S., 22, 85, 87
Willemstadt (Du.), 340, 362, 373
Windsor Castle, H.M.S., 199
Yager (Du.), 397
Shore, Sir John, Bt. (Governor of Bengal), 449 ; letter to, 457
Shute's Folly, 136, 140
Signals : watching for, 36, 86 ; means for making, at night, 37 ; inattention by convoy, 47 ; Lord Howe's, 65, 67, 200
Silvestre, M., 63
Simcoe, J. G. (Major), 115
Simmonds, R. (Lieut. R.N.), 471, 473
Simond's Island, 135
Simons Bay, 220–1, 226, 228, 256–8, 268–471 *passim* ; public house at, 409–11
Simons Town, 217, 356, 365, 404 ; occupied, 221
Simpson, Thos. (Captain), 174
Sisk (Captain), 174
Sisters Creek, 104
Slang Kop, 339
Slaves, taking refuge in H.M. ships, 12, 14, 17–18
Sluysken, A. J. (Governor of Cape of Good Hope), 213, 217, 221, 223, 258, 273, 283, 294–5, 317 ; character of, 266 ; surrenders colony, 370 ; sails for Europe, 395 ; letters to, 260, 264, 277, 283, 286, 289, 295, 303, 310, 312
Smith, Adam, 416
Smith (Captain), 47
Smith, Thomas, 120
Smith, ——, 167
Smyrna, 124, 125, 133

SOLDIERS
Soldiers, duty when embarked, 31
Solliés, 186
South Seas, 328
Spain, 94
Spanish fleet at Toulon, 191
Spanish troops at Toulon, 181–4, 188–90, 192–3
Spencer, Earl (First Lord of Admiralty), 213, 232, 240; letter to, 431
Spice Islands, 419
Spiegel, A. van der, 261
Spranger, Wm. (Captain R.N.), 320, 351, 369, 371, 373; letter to, 467
Stadtholder. *See* Orange
Stafford, ——, 132
Stanhope, H. E. (Captain R.N.), 299, 320, 357, 389
Stanley, Mr., 156
Station, keeping, in fleet, 200
Stellenbosch, 354–6, 401, 403
Steward, J. (Captain E.I.C.), 358
Stewart, J. (Mate R.N.), 329
Stewart, Hon. Keith (Vice-Admiral), viii, 329
Stono Ferry, 136, 147, 148
Stono River, 136, 146, 147, 148, 149, 171
Stopford, Hon. R. (Captain R.N.), 438
Stores: embezzlement and loss of, 3, 6, 34; demands and expenditure, 41
Strombom, I., 265, 276
Styles's Bluff, 166
Sullivan, Fort. *See* Moultrie
Sullivan I., 136, 140, 141, 149, 150, 162, 163, 172
Sunbury, 76, 108, 109, 110, 115, 129
Sutton, ——, 18
Swellendam, 403
Swiney, William (Captain R.N.), 164; letter from, 82

TUCKER
Table Bay, 220, 227, 245, 362, 366–9, 372, 374, 385, 394, 427, 436, 459, 461, 465–8
Tacking, instructions as to, 85
Talbot I., 96, 117, 119
Tanucci, Marquis, 15; letter to Sir Wm. Hamilton, 12
Tarleton, B. (Lieut.-Colonel), 137, 167
Tayne, Richard, 120
Telegraph from Deal to Admiralty, 399
Tenary, 183
Tenerife, 411, 413, 432
Tennent, Jas. (Captain), 298, 318; letter from, 411
Texel, 224, 396
Theal, G. M., 238
Thomas, Joseph, 119
Thompson (Lieut. R.N.), 410
Tiger Island, 119
Tobacco, 76
Todd, Andrew (Commander R.N.), 318, 351, 355, 367, 453
Tompson's house, 117
Tonken, Thomas (Mr. and Commander), 145, 170, 175
Tonyn, Patrick (Governor of E. Florida), 66, 69, 76, 104, 124, 126, 128–9, 159; letters from, 80, 108–10, 121, 157; letters to, 77, 81, 113, 132; letter to General Prevost, 109
Tonyn, Fort, 96, 98, 125
Torbay, 201
Toulon, 72–3, 444; occupation of, 179–97
Traill, D. (Master R.N.), 344, 429
Tranquebar, 386
Transport Board, 471
Trincomalee, 233, 244, 393, 424
Trollope, H. (Captain R.N.), 399
Trout Creek, 122
Truce, irregular flag of, 82
Tucker, Sam (Captain), 174

TURIN

Turin, 11
Turnbull, Dr., 133
Turner, John (Lieut. R.N.), 453
Tybee I., 76, 135, 145, 148, 155

Uniform: officers', not to be worn while employed in merchant service, 3, 7: marines and soldiers to wear, on guard at sea, 31
United States of America, arms and ammunition for, 61
United States of Netherlands. *See* Holland

Valk. *See* Falck
Valkenburg, Jan (Captain), 452
Vancouver, George (Captain R.N.), 222, 325, 333–4; letters from, 328–32
Vaudreuil, Marquis de (Vice-Admiral), combined fleet under, 88
Versteins, F., 387
Victualling, Commissioners of, letter to, 374
Victualling Transport, 70
Villa Franca, 6, 8, 9
Vioménil, Baron de, letter from, 89
Virginia, 115
Visch Hoek, 337
Vries, M. de, 470

Wade (Captain), 159
Wadmelaw I., 148
Walfish Bay, 387
Walter, Jacob (Captain R.N.), 453
Wando River, 141
Wappoo Creek, 151, 160–2, 164, 166, 168
Wappoo Cut, 136, 147–8

ZOETEMANS

Washington, George (General), 88, 143
Watches, ship's company in three, 32
Wearing, instructions as to, 85
Webster, J. (Lieut.-Colonel), 137, 167
Wemyss (Captain), 183
West Indies, 60, 64, 72–3, 77, 80, 308
Weymouth, Lord, 8
Whale fishery, 387, 421
Whipple, Abraham (Commodore), 136, 174
Wiegermann, Mr., 419–20
William, K. (Master), 65
Williamson, Andrew (Colonel), 98, 111
Wilson, L. (Captain E.I.C.), 341–3, 358
Wilson's Farm, 147
Winter, J. (Lieut. R.N.), 165, 175
Winthrop, R. (Captain R.N.), 225, 411, 426
Wit, P. J. de, 277, 286, 389
Wright, B. A., 327
Wright, John (Lieut. R.N.), 110, 119, 123; letters from, 118, 130; letters and orders to, 105, 124, 132; letter from Captain Shaw, 112
Wulff, William (Captain), 107–8, 112, 116–7, 119, 122; letter from, 120
Wynberg, 223, 364–5, 370

Yarborough, Mt., 148–9
Yarmouth, 399, 413
York, H.R.H. Duke of, 213
York, 115
Young, J. (Vice-Admiral), 77

Zoetemans, J. (Captain), 452

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